

TWO CYCLE IACING LUBRICAN

> MTENTS: 16 FLUID 02. (19 473-12 CC.

To be a champion in international motocross, a rider must not only outperform the competition, but consistently finish among the leaders. That's why Honda, Suzuki, Kawasaki, Maico and Bultaco factory teams demand Bel-Ray MC-1 Two-Cycle Racing Lubricant for their engines.

This totally unique synthetic lubrication system is specially formulated to mix at higher gas-oil ratios of 50:1 and 80:1. It clings to hot engine parts with the highest film strength in the industry, reduces

friction for maximum horsepower and runs cooler. MC-1 eliminates fouled plugs and power-robbing carbon deposits which can load up engines at the starting line. Engines come off the line clean . . . and stay clean . . . all the way to the checkered flag.

If you're serious about coming in first, don't settle for second best. Get Bel-Ray MC-1. The same product used by world and national champions.





Bel-Ray Company, Inc. Motorcycle and Automotive Lubricants Division P.O. Box 526, Dept. K31 Farmingdale, NJ 07727 (201) 938-2421 Telex 132476

Western Office 14670 Firestone Blvd. Suite 410, Dept. K31 La Mirada CA 90638 (714) 522-0581 (213) 921-1055



KAWASAKI KX250-A4



FOUR-STROKES FOREVER



ANAHEIM STADIUM



ASSAULT

MARCH 1978 ACTION **VOLUME SIX**

Bikes

NUMBER THREE

- 38 KAWASAKI KX250-A4
 - Long-awaited stand-out
- THUNDER FROM THE PAST Bikes of the Four-stroke National

Sport

26 UNITED STATES FOUR-STROKE CHAMPIONSHIP

The ghost of MX past

ANAHEIM STADIUM SUPERCROSS

Claustrophobia in the night air

Features

22 THE POD SQUAD

Headwear of the avant-garde

32 ASSAULT ON THE TEAMS

How Moto-X Fox got to the top

44 HOW TO CHEAT

How to catch cheaters, that is

CALIFORNIA HOT-ROD SHOCKS

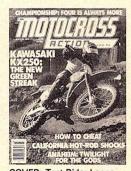
Making good against the giants

METRIC FILE

Not for your paperwork

Regular Stuff

- MAINJET
- JODY'S BOX
- DIRT
- WINGNUT
- 18 **MAIL ENTRIES**
- 20 TRICKS
- BERMSHOT



COVER: Test Rider Lance "The Trance" Moorewood gets target fixation on the new Kawasaki KX250-A4. Phancy Photo work by Jody Weisel.

NEXT ISSUE ON SALE MARCH 9

MOTOCROSS ACTION(March '78) is published monthly by Hi-Torque Publications, Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions \$9.00 for 12 issues (one year). Remittance of additional \$3.00 entitles subscribers to receive the Motocross Trans-AMA and Motocross Champions Specials. Foreign \$2.00 per year additional for postage (Canada add \$1.00 per year). Copyright © 1978 by Hi-Torque Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher. Manuscripts, photographs and illustrations should be accompanied by a stamped, self-addressed envelope. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408, and at additional mailing offices. MOTOCROSS ACTION MAGAZINE, P.O. Box 317, Encino, California 91316.

Editor DICK MILLER Managing Editor Assistant Editor **Art Director** LARRY BROWN Contributing Editors
PETE SZILAGYI
JIM GIANATSIS Test Consultants LANCE MOOREWOOD

M.A.N.



Production Editor
GEORGIA McCLAY



President and Publisher WILLIAM R. GOLDEN Vice President **JACK UNDERWOOD Advertising Director**

JEFF SUMNER Western Regional Advertising Manager RUSH MARION

Director of Operations LEW ROTH

Public Relations/Promotions Director RITA GRANT MILLER

National Circulation Director LOUIS J. WEISS

JOAN DILLON

Account Executive DON WEISS

Advertising Coordinator TRUDI J. GREENBERG **Business Manager** S. F. GREEN

Customer Relations
NANCY PAYNE

EDITORIAL & ADVERTISING OFFICES Hi-Torque Publications, Inc.

16200 Ventura Blvd Encino, California 91436 (213) 981-2317

ADVERTISING REPRESENTATIVES



THE PATTIS GROUP

INTERNATIONAL PUBLISHERS REPRESENTATIVES

LOS ANGELES: Rick Carlisle

Suite 717 1800 N. Highland Avenue Hollywood, CA 90028 (213) 462-2700

CHICAGO:

Jack Kramer 4761 Touhy Avenue Lincolnwood, IL 60646 (312) 679-1100

NEW YORK:

485 Madison Avenue New York, NY 10022 (212) 355-4000

MIAMI: Ed Hirsch

12901 S.W. 64th Court Miami, FL 33156 (305) 665-6263

CANADA: Sam Adelman 3285 Cavendish Blvd. Montreal, PQ H4B2L9, Quebec (514) 482-1454

LONDON:

Eastgate House, Onslow Rd. Walton-on-Thames Surrey, KT125AZ, England (093 22) 25524

On The Mainjet

By Dick Miller

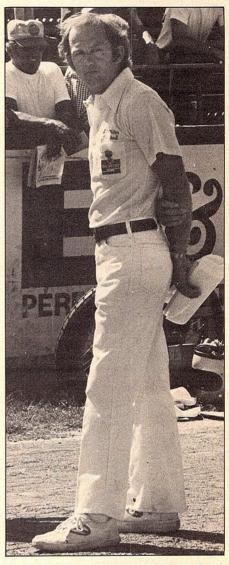
☐ What credibility our heroes? First it's the arrest and conviction of Evel Knievel for beating up an old man with a baseball bat, and then the startling news of a San Francisco District Attorney's investigation into whether or not Bruce Jenner really eats Wheaties.

It's not quite fair to mention these two individuals in the same context. since Jenner is a true athlete and a genuine hero, while Knievel could hardly be classified as anything close to either. Their only similarities are that they both like motorcycles and they both make money by endorsing products.

In retrospect I guess I'm lucky that I was not the one singled out for a bludgeoning by Knievel, since I've said as much about him negatively, in print, as did Sheldon Saltman, the man he was convicted of assaulting. It seems Saltman wrote a book in which Knievel claims he was accused of being a boozehound, a drug user and of not loving his mother. I think Saltman could have passed on the mother issue and been on pretty safe ground about anything else. There are too many of us around who have been present at some of Knievel's "spectacles" and who can verify his fondness for liquid courage.

The major problem with the Knievel affair is that he is looked up to by many of this country's youth, and he tries to portray this all-American image in the media, because it sells. Unfortunately his private life reflects a different person, and when it is made public, as in this incident, it discredits him and, as a spin-off, motorcycles. If he were selling us a true representation of himself, then we could take it or leave it on those grounds, and at least he would have credibility.

What probably offended nearly everyone about his attack on Saltman was the fact that Knievel had one of his henchmen hold Saltman while he hit him with a baseball bat, breaking the old man's arm. It's bad enough that the victim was old and had to be held by someone else but . . . a baseball bat? I could see defending yourself with a bat, but being attacked by one seems



serious! When I was at the Snake River jump several years ago Knievel attacked some television people, and as I recall one was an NBC correspondent. The next day the TV guy had a T-shirt printed up with Knievel's words printed on it, but as far as I know nothing else happened to him. He probably wouldn't have pushed it had he known that Knievel uses baseball bats for a follow-up. It also could be a reason why we don't see much motorcycle activity on that TV network. Maybe they think we are all like that. As I've said before, I wish he'd find another sport.

Bruce Jenner is another story. The motivation of the San Francisco District Attorney and his investigation to save the youth of America from the possible harm of eating When as done by Bruce Jenner is very suspect. It surely couldn't be that it was politically motivated, and possibly the young DA thought that the mothers of America would rally to his cause to protect their youth from such alleged underhanded deceit? You can't be too careful raising children, and if you let the advertising media get away with the likes of Wheaties, then surely it's marijuana, sex and who knows what else next.

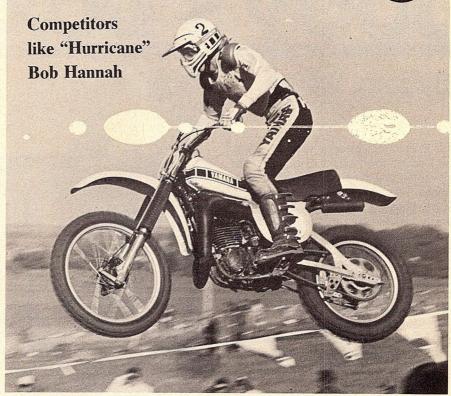
It makes you feel warm inside knowing that we have public officials who care so much for our children and are willing to attack the credibility of someone advocating the likes of Wheaties. After all, how do we know that Bruce eats Wheaties or ate them as a child? We only have his word for it, and on these grounds the young DA asked, publicly, for verification from Bruce that he did in fact eat Wheaties as a child. This should present no difficulty for Bruce, since we all at one time or another have our pictures taken eating our breakfast cereal in the anticipation that we will someday be world champions at something. Doesn't everyone? When I first saw the headlines and the resulting TV coverage of the investigation I hid my box of Wheaties until the publicity died off. I surely didn't need being busted for eating Wheaties. I even threw a sheet over the ten cases of Dr. Pepper in my kitchen for good measure. You can't be too careful.

Now that Bruce has vindicated himself and the issue is a moot one. I will vouch for Wheaties and admit to having eaten them for as long as I can remember. If the DA wants to attack my credibility, the people at General Mills only have to go back many years and check for some of the many Wheaties box-tops that I have sent in. Surely Bruce did the same. I don't see how he could have passed up the Wheaties head and wrist sweat-band offer of a couple of years ago. It was too good to miss.

I for the most part believe, and Continued on page 70

Top competitors insist on Sun





Competition Wheels and Rims

Leading U.S. and European champions ride on Sun Competition Allov Rims. Designed for today's high horsepower, they have mud-free shape for better performance in Moto Cross, Enduro, ISDT and cross country events. Sun Rims are American made from heat treated alloy, properly fitted for all com-

petition cycles. They are original equipment on several models.

Spherically drilled spoke holes make trueing easier and eliminate weak spots found in dimpled or punched rims. Drive pin holes (pins sold separately) and lock mounting holes give



For the choice of the top competitors, ask your dealer for Sun Competition Alloy Rims.

Super Sun Rims are distributed by:

Torsten-Hallman Racing Addison, IL Columbia, MD El Cajon, CA

Iron Horse

Webco, Inc.

Malcolm Smith Racing Products Riverside, CA

Hi-Point Accessories

Lorain, OH Sacramento, CA Amarillo, TX

Flat Track Sizes: H. J. Products South Bend, IN









Sun Metal Products, Inc.

P.O. Box 778 Warsaw, IN 46580 Phone 219-267-3281

Jody's Box

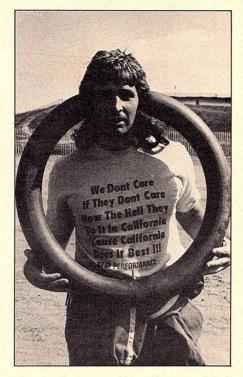
By Jody Weisel

☐ Everyone started racing at some local small town track. A lot of people never left their small town track, lived a happy and productive life and never knew what they missed. But not me! I started at the small-time and worked my way through the big-time, and I know exactly what I missed. I missed a turn at the bottom of Unadilla's Screw-U that put me in the hospital for three days. I missed a shift at the top of Saddleback's Banzai Hill that forced me to throw away my favorite leathers. and I missed a lot of chances to win by being either too slow, too out-of-shape or too busy fooling around with luscious Louella in the pits.

I don't suppose the tracks I started racing at were any worse than anyone else's. Back at home in Texas, Denton to be exact, I used to go out to Chicken Licks Raceway every Sunday to race my Sachs 125. Chicken Licks was the absolute pits by modern standards, but back then it was a motocross paradise. The promoter at Chicken Licks was an originator in the art of promoting. He bought a water truck that didn't have an engine and every Sunday when we'd show up to race he would tell us that it was broken.

"Sorry boys, but the water truck broke down this morning so we are just gonna have to do our best without it," he used to say every Sunday for two years at the riders' meeting. His checkered flag was a piece of tablecloth from down at Gino's Pizza Pub. The dust was worse than anything ever seen on earth. Every time I got the holeshot I would drag my feet down the straight to whip up a big enough dirt-filled smoke screen to ensure victory.

As a last resort, not to cure the dust but to avoid buying an engine for the water truck, the promoter had a trailer load of cotton seed hulls poured on the track. They weren't plowed into the track, just dumped on top. Racing on a track covered with cotton seed hulls was an exciting and nerve-wracking experience. The dust problem com-



pletely disappeared, but then so did all the rocks, ruts and berms. When you got behind a 400 CZ down the back straight he would roost all over you. The only difference was that instead of rocks hitting you, you would be splattered with cotton bolls. Finally the Texas wind and rain washed the cotton off the track and the dust returned.

But this promoter was an innovator. He figured that if the dust was so bad that everybody for miles around could see it, then he'd better do something about that problem. He switched the races from Sunday morning to Friday night when it was dark. That way no one would see the dust. To make sure that no one saw the dust he had the track lighted by ten 100-watt bulbs. It wasn't all that bad, but whenever a bulb burned out he didn't replace it, he just shortened the track to avoid that corner. I suppose I'd still be back in Denton racing at Chicken Licks Raceway if the last bulb over by the porta-can hadn't burned out.

So I was pitched into the rugged world of Texas motocross. No more small town tracks, no more hick races. No sir! I was going to hit the big-time Texas motocross circuit. That meant Lake Whitney, Paradise Valley, Mosier Valley and Strawberry Hill. I guess I

didn't get out of the little towns, but the racing was big-time.

Big-time in Texas in those days was Tex-AMA. Tex-AMA had the potential to grow into a major motorcycle racing circuit. Every year the factories would send down their factory shoes, sort of like the Florida Winter-Series is now. I guess I thought that if a factory rider showed up the tracks would turn into choice, moist roosting dirt. Lockhart, Texas, was on the Tex-AMA circuit, and I think it was a dirt track, but nobody ever really found out. Lockhart was covered with rocks; big, small and in between. And under the rocks were more rocks. Racing Tex-AMA at "Rockhart" was my first experience with being blown out of the saddle by a roost

When we raced in Kileen, Texas, it was rumored that they had a good track, but nobody ever got to find out. It rained for three days before the race and then on race day it really rained. On that day the AMA required helmets, leathers and Mae West life preservers. Strawberry Hill was a beautiful track situated on a steep hillside. On the day of the Tex-AMA race it snowed, sleeted and rained. I crashed three times and that was just trying to walk the track. My van was parked at the top of the hill and during the second moto it slid all the way to the bottom.

The desire to race cannot be dampened by a few bad races or freak weather conditions. But when the weather was fine and the track was perfect my riding always seemed to go a little erratic. During the North Texas Team Championship I teamed up with a rider named Shawn Smith. Shawn was perhaps the world's fastest 125 rider until he crashed, and he crashed every time he raced. I, on the other hand, had a reputation as a breaker and crasher. We were a natural pair to team up.

My 125 blew up during practice, so we switched to Shawn's 125, but he crashed into a tree on the last lap of practice. We borrowed a bike from Diane Flowers and James Yeager. People around the track marveled that they would lend us their bike, since it was preordained that we would destroy it.

Continued on page 15

PHASE TWO DUAL LAYERED FOAM AIR FILTERS

st Dmd Spd

Roger DeCoster, Bob Hannah and Marty Smith dominated the 1977 Trans-AMA Series using JT's PHASE TWO Foam Air Filter. Equip your bike with the same air filtration system chosen by these and other top professionals. Order direct or get one today from your favorite dealer. Winners Never Lose — TEAM PHASE TWO.



Suzuki	
RM 125, 250 & 370 B, C	\$13.25
Yamaha	
YZ 125 D&E	
YZ 250-400 D & E	. \$14.80
Honda	
CR 125 & 250 R (Foam Only)	\$08.85
Husqvarna (all)	
Kawasaki KX 125 & 250 (78)	\$13.25
Maico (all)	
Available for all mini's, Can AM, Bultaco, and others.	KTM
*Price includes filter cage and 1 dual-layered filter	



Dift

INSURANCE PLIGHT

California's major motorcycle parks are facing a major insurance increase. Pit racers are the cause of the insurance leap, and Indian Dunes has gotten tough on them. Saddleback was forced to close down to all trail riding for several days until the insurance issue could be settled. The racetrack is not the source of the problem, it is the areas adjacent to them. The increase has been as much as 600 percent.

RIDER OF THE YEAR

A lot of readers have complained that they don't want to tear up their magazines to use the official ballot for the MXA Rider of the Year contest. A handy hint to the tidy reader is that a Xerox copy is an acceptable replacement. So keep the ballots and copies flowing in. Deadline is March 1st.



This pleasant-looking man is Douglas Mockett. He is the Commissioner of Racing for the AMA. Remember the 125 controversy and the Ogden decision? He made those.

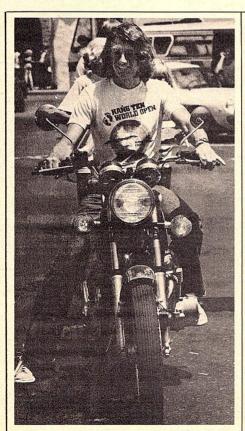
YOUNGSTER CROSS

Gerrit Wolsink and his wife Anneke are the proud parents of a new son. The junior Wolsink was named Nicholas and has to make up a few years' deficit on teammate Roger DeCoster's son Nigel.

SEATTLE SUPERCROSS

February 18th is the date of the first race of the 1978 Supercross Series. Seattle, Washington, will be cold and chilly outside, but things will be hot in the Kingdome. This is the first stadium race in the Pacific Northwest.

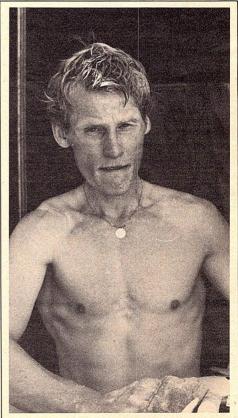
Jim Pomeroy applied for the sanction, but it had already been awarded to Pace Management. Pomeroy was going to show the AMA how to do it. Maybe next year.



Steve Stackable (above) and Gaylon Mosier have both left Maico to join Team Kawasaki. Texan Stackable will contest the Open class, while Gaylon will move to the 125 class.



Rich Eierstedt has left the Harley-Davidson team and will be riding for Can-Am in 1978. Rex Staten and Marty Tripes were also released by H-D.



Former World Champion Hakan Andersson has left Montesa and will be contesting the GP circuit for Husqvarna.

Control the Ride...Control the Course with

IKY IB° PRO-UNF KYB "pneumatics" smooth the ride like never before — you really have to feel it to believe it. Now you can fine tune the suspension to meet exact course conditions.

We start you off with a revolutionary pneumatic front fork and wind up with a new air/oil/gas rear shock.

Both highly engineered units are built of extremely rugged space-age alloys that reduce weight 15%.

PNEUMATIC SUSPENSION

Built for Pros

is the U.S. sales division of Kayaba Industries Co. Ltd. of Japan, long time supplier of factory suspension components for the leading motocross marques.

rear shock air-pressure and volume are infinitely variable to compensate for any rider or course condition. The four compression and four rebound dampening stages, sixteen combinations, are quickly adjustable from outside the shock—no disassembly needed.

FRONT FORK has long 10" travel, uses air pressure to adjust overall ride and oil/air volume to adjust fork travel. In addition, the four rebound dampening settings let you truely match the suspension to the course.

AIR SPRING

Ask for KYB Pro-Line pneumatic forks and shocks — available for most competition bikes through leading dealers everywhere.

Distributed By:

DG PERFORMANCE SPECIALTIES, 1170 Van Horne Road Anaheim, CA. 92806
TORSTEN HALLMAN FIACING INC., 1300 Hill Street, El Cajon, CA. 92020
TORSTEN HALLMAN FIACING EAST, 440 Belden Ave., Addison, IL 60101
U.S. SUZUKI MOTOR CORP., 13767 Freeway Dr., Santa Fe Springs, CA. 90670

Corporation of America

TERM LEATHERS



Dirt



Kent Howerton (1) and Tony DiStefano (3) are now teammates. Kent switched to Suzuki, leaving his Husky ride to Chuck Sun.



Danny LaPorte, Roger DeCoster and Gerrit Wolsink will be making these same expressions sometimes next year in the same uniforms. Surprise! They didn't change teams in 1978.



Can-Am will be releasing totally new models of their 250 and 370 race bikes. The new 370cc Can-Am is based on the bike that Jimmy Ellis almost rode throughout the Trans-AMA.

(602) 944-1783

NUMBER PLATES

The FIM, the international motocross governing body, has passed a rule for the 1978 Grand Prix season demanding that all bikes have their number plates mounted back by the rear fender, ala Husky. The AMA will enforce the rule only at Grands Prix, but will allow riders at the Nationals and the Trans-AMA to use the sleek, built-in plastic panels designed on most bikes.

MAKES THE WORLD GO 'ROUND

Next year the AMA will pay off all professional motocross events by moto. In the past the money has been paid by individual motos and then by overall finish, 1978 will see the riders paid the full purse in moto money only. The winner will get 15 percent of the purse and the next 19 riders will be paid by points per moto.

HANNAH'S FERRARI

The biggest rumor spreading through the world of motocross is Bob Hannah's alleged contract holdout. Hannah is supposed to be ready to sign his contract with Yamaha, except for one thing — Hannah wants a Ferrari. The money in his contract is not the stumbling block, if rumor is to be believed, the problem is that Bob wants the biggest, fastest, most expensive car made and he wants Yamaha to buy it for him.

A spokesman for Yamaha International said, "We do not discuss employee compensation."

AMA WINTER-SERIES

It is just in the rumor stages now, but don't be surprised to see a California Winter-Series to coincide with the Florida Winter-Series in 1979. The AMA is trying to improve the professional qualifier system so that riders can work their way up to the Nationals without being thrown in with the wolves right away. Anything that entices promoters to have more qualifiers should be tried.

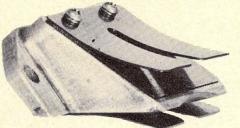
3 NEW TRICKS FOR SUZUKI RM'S

"Proven in the 125 U.S.G.P."



WORKS CRANKSHAFT MODIFICATION

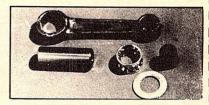
- * Greatly Increases Efficiency of Fuel Transfer Into Cylinder
 - ★ Increases Power At All RPM's ★ Improves Reliability



SUPER HI-VOLUME 4 PETAL **REED FOR ALL SUZUKI RM'S**

- ★ 35% More Intake Area
- ★ Low Resistance Fiber Petals
- ★ Greatly Increases Horsepower Torque Throughout RPM Range

TO ORDER — CALL OR WRITE TODAY 208 W. 1st ST. DANVILLE, ILL. 61832



RM125B HEAVY DUTY ROD KIT

- ★ Increased Oiling
- **★** Larger Bearing Surface
- ★ Greater Tensile Strength
- * Silver Plated Bearings And Thrust Washers

FAST U.P.S. SHIPMENTS 217-442-3165

Please give generously to the American Heart Association (†)

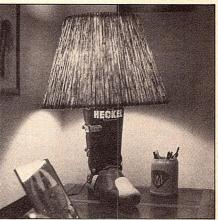
We're Fighting for Your Life





NEW HODAKA MOTOCROSSER?

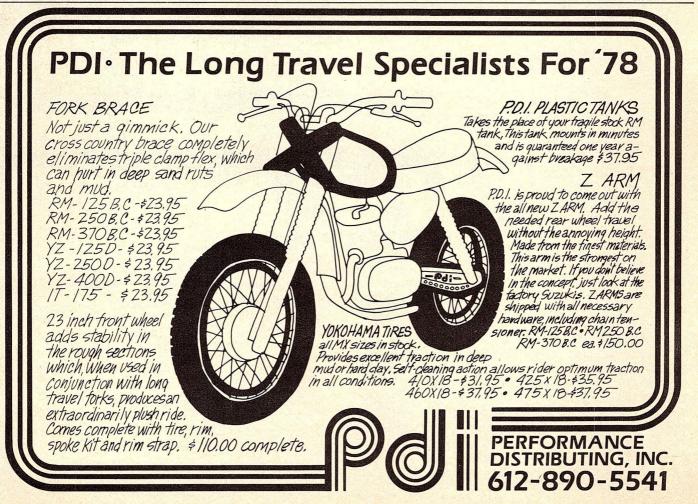
In our wanderings through the back rooms of the race shops we caught a quick glimpse of a super-secret project. Looks like a totally reworked Hodaka 250, obviously for motocross, but not



Lovely Louella prepared a Christmas surprise for Jody. Anybody have one boot for sale?

TECHNICAL TIP

Before trying to remove the air caps on your forks you should loosen the pinch bolts on the upper triple clamp. The other day in the shop one of our test





There's always one in every group! As the lineman readied the group with a few passages from MOTOCROSS ACTION MAGAZINE, Thelma Sinclair simply didn't pay attention. Last reports say he was seen gassing-up at a service station somewhere in Somaliland.

Don't be mislead
Stay outfront with



SUBSCRIBE TODAY!

111111/U411U55	MX6-
P.O. Box 317, Encino, California 91316	
I wish to subscribe to MOTOCROSS ACTION	
□ 12 Issues ONLY — \$9.00	
□ 24 Issues ONLY — \$17.00	
(Please enclose a check or money order with each subscription). Canadian subscriptions add	
\$1.00 per year for postage and handling, other	
foreign add \$2.00 per year.	
Name	_
Address	
City	_
State	

riders wanted to change the fork oil. He came in and got the proper size wrench. Five minutes later he came back for a hammer and then came in and asked for a pair of Vise-Grips. If you are using Vise-Grips to change your fork oil you are doing something wrong.

MR. PIBB GOES FOR BROKE

Mr. Pibb, a soft drink bottled by the Coca Cola Company, has elected to the National motocross support championships to the tune of \$30,000. \$10,000 will be given to the riders in each of the three classes. Mr. Pibb sponsored the 500 National Championship last year and is to be commended on entering into the fray again. Coca Cola is also interested in using motocross footage in future commercials.

CZECH IT OUT

CZ has faded completely off of the American motocross scene. It is totally amazing to think that a few short years ago all serious riders had to consider a Chay-Zed before buying a scoot. Year in and year out we have heard rumors of a new CZ, but a close analysis of what their team is racing on the 250 and 500 Grand Prix circuit reveals that they would not be competitive in the buying marketplace. CZ may be the only European manufacturer with a chance of knocking off a share of the 125 market. U.S. motocrossers have been teased with the sight of 125 CZs at the USGP. Latest rumors say 125s will be imported by summer. Don't hold your breath.

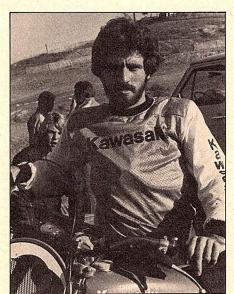
23-INCH NEWS

Although the reports coming out of most works teams about the 23-inch front tire have been mixed, Honda is going to release the first production bike to come equipped with the large wheel. It will be on the new XL250 Enduro model. Honda is testing the 23-inch wheel for motocross, but tends to believe that frame alterations would be necessary on their works bikes.

	1978 NATIONAL MOTOCROSS	
Date	Event/Location	Class
April 9	Hangtown, Plymouth, CA	125/250
April 16	Racing World, Irvine, CA	125/250
April 23	Rio Bravo, Houston, TX	125/250
April 30	Moto Park, Omaha, NB	125/250
May 7	MX 338, Southwick, MA	125/250
May 28	Rabbit Run, Dallas, TX	250/500
June 10	Sears Point, Sonoma, CA	250/500
June 18	Cycle World, St. Peters, MO	250/500
July 2	Red Bud, Buchanan, MI	250/500
July 9	High Point, Mt. Morris, PA	250/500
July 16	Atlanta Raceway, Atlanta, GA	500/125
August 6	Pine Top, Escoheag, RI	500/125
August 13	Agency MX, St. Joseph, MO	500/125
August 20	Metrolina Fairgrounds, Charlotte, NC	500/125
August 27	Sunshine Speedway, St. Petersburg, FL	500/125

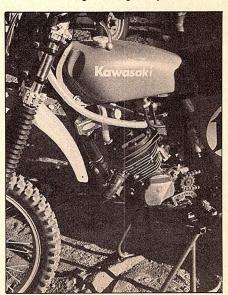
PROMO SELTZER

Saddleback Saturday is one of California's most popular local races and a couple of weeks ago they took an interesting step in race promotion. Arrow Chevrolet of Los Angeles donated \$100, \$75, \$50, \$25 and \$10 gift certificates to all Beginner, Junior and Intermediate riders. Getting outside sponsors involved is excellent promotion of the sport. We are not only motocross racers, we are van and pickup truck drivers.

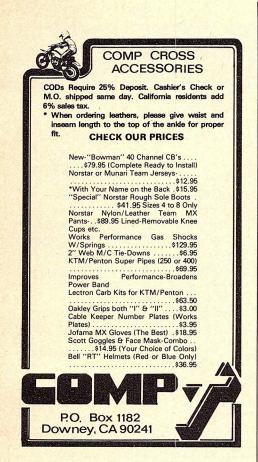


MECHANICS MOVE ON

Two mechanics from the National circuit have decided to drop off of the roll of active wrenchers. In the middle of last season Billy Grossi's mechanic, Brian Lunnis, switched over to Scott Goggles. Mr. Brian still travels the Nationals, but instead of a toolbox he carries tear-offs in his pocket. Steve Stackable will not be taking long-time mechanic Bernie Thompson to Kawasaki with him. Bernie got tired of the life on the road and got a regular job.



Gaylon Mosier and his new water-cooled 125 Kawasaki debuted at Saddleback Saturday and won, of course.



JODY'S BOX Continued from page 6

Shawn ran the first leg, crashed

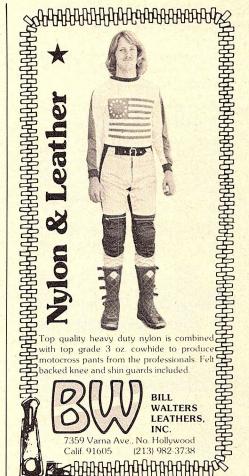
once, but handed me the bike in fourth place. I raced hard and actually caught Wyman Priddy napping in a slow corner and blitzed past him. Wyman put me into the woods in the next corner. I handed Shawn the bike in eighth place. He crashed twice on his next leg and threw the chain twice. I took the bike over in 12th place and threw the chain through the cases as Wyman Priddy lapped me. I got the bike back to Shawn. We were running last. Shawn went out and in three laps moved up past 20 riders before stripping the rear sprocket bolts out of the Elsie hub.

On the way home from the race the fan belt on my truck broke, stranding me out in the sticks. James Yeager came along and drove me to an auto parts store. Never once did he mention his 125, or what was left of it. But as he dropped me back off at my truck he said, "Have you ever thought of going back and racing at Chicken Licks Raceway? Please!"

> Thanks to you it works ... FOR ALL OF US

advertising contributed for the public good





Remember This Profile. Lower the height of the bike for better starts, but increase ground clearance. Increase horsepower, but reduce weight. Put more travel front and rear, but make stability and handling even better. That's what Maico engineers did in one year. They call it the Magnum. In 250, 400 and 450 models you'll find a new engine with a new one-plug cylinder head. Hans Maisch porting, the chain sprocket moved next to the swing arm pivot to delivver performance through a chain 12 links shorter... new 14.1 Corte

and much more. The Magnum is changing the sport and it could change the kind of year

your Maico dealer now.



It's a whole new feeling!

All models in stock and ready for

Complete line of MX, Trials, Desert and TT equipment.

Parts and accessories.

Quick/fast Mail-Order anywhere.

Complete machine shop service.

Send \$1.00 for catalog and decal.

STEVE'S BULTACO

7627 Van Nuys Blvd. Van Nuys, CA 91405 (213) 780-6300 (213) 994-7468





Learn at Home! Be a Motorcycle Mechanic

SEND • Make good money in cycle shop or start home business.
FOR Learn motorcycle repair for only a few dollars a month.
FREE FACTS! Name Age



Mail Entries

AT LAST THE SECRET IS REVEALED Dear MXA:

We the northern class motocrossers are slightly behind the times. We don't even wash our socks after a good hard ride. In fact, we don't even know what WFO means. You've got a choice to make, tell us what WFO means or eat a whole pile of unwashed used socks.

Greg Flaaten Weyburn, Sask., Canada



Dear MXA:

Would you sirs kindly send me a Husqvarna 390 Automatic motocrosser? I would be more than pleased to pay postage and handling. If you do not send the bike I will tell all America what WFO means and tell the whole world where Baz is!

Dave (BoPeep) Withrow Pineville, West Virginia

BAZ, BAZ, WHO'S GOT THE BAZ Dear MXA:

Ve have de Baz, and if you vant dis brainvashed Bimbo (the brain vas very hart to find) you must deliver to us a Husqvarna 390 CR and a vat of brew (prefer Bud) or ve vill force him to vatch Ingrid Bergman films for 38 hours in a row. Ve ver going to send you a picture of de Baz tied up but ve already sealed de envelope.

Swedish Clan Against Mustashed Mistakes (S.C.A.M.M.) San Mateo, California

Dear MXA:

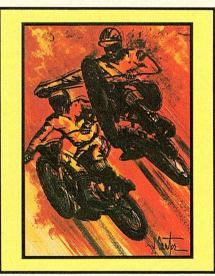
We are informing you of your friend named Baz. We at the Zambizi Motor Corporation have him and are using



07 — DIRT BIKE



12 - WATER SKIER



08 - MOTOCROSS

J. Cartee

Sports Designs

Colorful, vivid, action filled lithographs. 16 x 20 inch framed in chrome and glass or unframed quality ready to hang.

	DEALER INQUIRIES	INVITED
Mail this coupon with	n check or	07 Dirt B

	for total amount to:
J. Carter Sp. P.O. Box 53 South Lagur	
Ship to:	
Name	
Address	
Oity	State Zip
*Diana allau	four to six wooks for delivery

MALLED	
07 Dirt Bike	@ 6.00 ea.
@ 22.50	in gold frame
08 Motocross	
@ 22.50	in gold frame
12 Water Skier	
@ 22.50	in silver frame

we pay shipping in U.S.
(Add \$1 per item in Canada)
*Calif. residents include
6% Sales Tax

him as a test rider for our new Zambizi 400 MQF5. Contrary to popular rumor, he is doing quite well (although he is suffering from wide-eyed and white knuckle disease). We will, however, return him to you if you give us Jody Weisel and five complete outfits from JT.

> Zambizi Motor Corporation 125 Ultra-trick Ave. Zootness, Massachusetts 12500

TEAM RACING

Dear MXA:

I just finished reading your article in the December '77 issue on "Will the Real 125 Champ (please) Stand Up." I agree with the AMA decision, even though I don't agree with the way they handled the incident.

I also partly agree and disagree with what you said about motocross not being a team sport. Sure, on the amateur level it isn't, but with the pros it is different. If it isn't basically a team sport at the pro level, then why are they called teams, like "Team Yamaha,'' "Team Suzuki," etc.? Thank you for letting me respond to your article, and please do keep asking questions like those.

> George Harkless Pontiac, Michigan

SOMEBODY DOES

Dear MXA:

I really like it now that you guys are doing tests on minis. I have been riding minis for a while and it's really good somebody is doing the tests. Keep up the good work!

> Radical Randy Long Beach, California

SOMEBODY DOESN'T

Dear MXA:

I have a complaint I feel should be brought to your attention before it's too late. On Sunday morning when I and a few of my friends are sitting around in the pits and talking about some of the neat items we see in MXA, somebody always mentions that you're getting carried away with "zoot-capri" minibikes that nobody can afford, never mind wanting one.

I know that all your readers are not old and/or big enough to race 125s, 250s or open class machines, so I can understand doing a few tests on mini-bikes and catering to people of different age groups, but let's get back to full-size bikes again.

> Glen Buck New Haven, Connecticut



MISS RAY

Dear MXA:

I have been reading your mag for three years and get totally blitzed on it. What I really like are those foxy babes like Miss Bel Ray on page 37 in your October issue. Does she have a name? By the way, who stole Brad Lackey's razor?

> Radical Robert Dustin Fresno, California

(Sweet Thing.)

ALMOST IN

Dear MXA:

I read your article on "How to sneak into the pits" just in time to attend the Puyallup Trans-AMA. I planned on using your "Walk in Backwards" method. I did just as you instructed, I waited until a small group of workers were walking out.

I started my entry, I backed in about seven "large" steps, I couldn't believe it, I was in (I thought). As I proceeded to bend down to tie my shoe. I was roosted ten feet by a size "25" mud-n-snow boot! When I stood up I was on the other side looking back in (needless to say I gave up). I watched

Continued on page 71



Get your bike ready for '78 with parts from our new catalog. Send \$1.00 for yours today.

2010 WASHINGTON ST. WAUKEGAN, ILL. 60085 (312) 336-0032 DEALER INQUIRIES INVITED

Thanks to you it works... FOR ALL OF US



United Way

advertising contributed for the public good.





YZ-80 E GYT KIT

Increase Power & Performance New Barrel, Porting, Piston, Rings, Gaskets, Large Jetted 26mm Carb. Big Reed, Machining, A.J. Jersey, T-Shirt. \$237.95

Plus Postage & C.O.D.



RACING PRODUCTS

13860 Milbank St. Sherman Oaks, CA 91423 (213) 784-4772 Art Whiting Ent. Inc.

(2 Weeks Delay on Personal Checks)



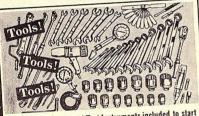
ride a cycle for fun...learn how to fix

it for profit! Can you imagine a better way to earn your living? And to make it even better, the pay is **great**—whether you choose to work in a cycle shop for someone else or decide to start your own cycle repair business

Now, thanks to North American, there's a fast, easy way to get the training you need... at home in your spare time. No need to quit school or your job. Experts show you step-by-step everything from minor tune-ups to major overhauls.

CYCLES ARE BIG BUSINESS .. AND SO IS FIXING THEM!

There are more than 3 million cycles registered in the U.S. today. Plus an estimated 3 million more dirt bikes. But, there are fewer than 10,000 motorcycle mechanics available to repair them. (Imagine only one mechanic for every 650 motorcycles!) No wonder career opportunities are so great... and getting better every day. The door is open to you now. Rush coupon for FREE color brochure with full information. No salesman will call.



Special Cycle Tools and Test Instruments included to start Special Cycle Tools and Test Instruments included to start you tast! Professional tools plus your North American "know-how" urn you into a skilled mechanic. We teach you how to use wrenches, sockets, impact screwdrivers, timing lights, electrical test instruments compression gauges, vacuum gauges, degree wheels, soldering, irons, ignition wrench sets, dial indicators and much, much more! We even include a set of special cycle tools and instruments to get you started tast! These are yours to use during your training. .. and yours to keep in your action—packed career as a motorcycle mechanic. Find out all about it now. Send for FREC color brochure — full information. No cost or obligation ... now or ever! Rush coupon today.

You'll Be the Center of Attraction in Your Circle of Friends . . .

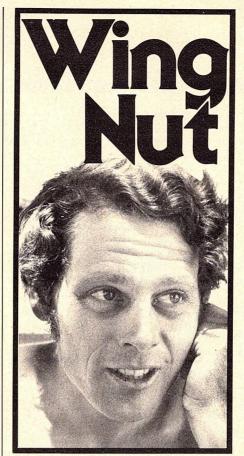
Be the envy of friends & neighbors as they flock around to watch you tear down and tune-up all kinds of motorcycles. And just think of the satisfaction in knowing you've got the best performing bike in town. Plus, you can make extra dollars fixing motorcycles for your friends and neighbors. your friends and neighbors

SEND FOR FREE INFORMATION Get all the facts now...with-out obligation. Be the first in

your neighborhood to cash in on the big demand for motorcycle mechanics. No cost or obligation. No salesman



	**
Careers by Home-Study	
NORTH AMERICAN SCHOOL OF MC 4500 Campus Dr., Dept. MX Newpo Rush FREE color brochure and full I can become an expert Motorc	DTORCYCLE REPAIR ort Beach, CA 92663
Rush FREE color brochure and full I can become an expert Motorc only a few dollars a month.	information on how ycle Mechanic for
NAME	AGE
ADDRESS	
CITY	Harrison Barrie
OTATE	



By Al Baker

PRO BIKES FOR SALE

I read the "Moto-X Fox in Europe" article in the October issue and noticed that you gave info on the pros' bikes. When do you think these bikes (namely Maico) will be on the dealer's floor? Also, who makes a heavy-duty spoke kit for the '77 AWs? Thank you. Your mag is great, and keep up the good work

> Jim Trzcinko New Berlin, Wisconsin

Race bikes used by the pros will never appear at the dealers' for sale. Their bikes are all handmade and would be too costly for you to buy. There would be very little chance of these works bikes even going into production. Keep in touch with your dealer for the newest MXers, but don't wait forever for any new bikes promised by your salesman. Heavyduty spoke kits can be found through Torsten Hallman Racing Products.

MORE FOR LESS

I have a '73 Honda CR250M with only 4.1 rear suspension and 7.1 front suspension. Do you know how I could

get more suspension without it costing a lot of money? If so, would you please tell me?

> Terry Keegan Irvine, California

A quick and successful solution to long travel suspension on your early Elsinore consists of first replacing the stock rear shocks with S&W L-525-10 shocks and 70-pound, 11-inch springs. Using your stock swingarm gives you 6.5 inches of travel. By installing S&W's engineered fork kit, which includes new damping internals and progressive springs, you'll end up with 8.1 inches of front end travel. Understand, travel is not the only solution you should look for. S&W offers highly improved forces designed for American riders.

REGULAR OR PREMIUM GAS

Maybe you can help me with my problem. I've got a brand-new DT175E. When I start the engine when it's cold, it smokes more than it should. I use Bel-Ray SI-7 and run it on regular. I read in another magazine that it runs best on premium, but the owner's guide says regular. How about it? Thanks for your time. MOTOCROSS ACTION is the best.

> Dale Dang El Toro, California

This is a very good question, and I'm glad you asked it. I find many of you filling your bikes or mixing your cans at the service station using regular or sometimes even unleaded fuel. I ask, why? Always I get the same answer that's what my owner's manual says to use. To me - racer, developer and factory test rider — this seemed odd, so I researched further. I contacted all four major motorcycle companies only to find they didn't know either. Many of them personally used premium in their bikes. So I even checked further and found that the United States is probably the only country in the world to offer premium at gas stations. So, to me, this explained it all. All four major motorcycle manufacturers sell their goods worldwide. If regular fuel is available worldwide, the factories are prejetting their engines on regular. The advantages of using premium over regular are that it burns much cleaner. starts the motor easier, will not "ping" like regular or no-lead, and runs noticeably faster. My strong suggestion to everyone is, if premium is available, use it — I've been using it for 16 years.

1978 RIDER OF THE YEAR AWA

With enough friends it could be you.

Who will it be in 1978? In 1975 it was Roger DeCoster. In 1976 it was Marty Smith. Last year the winner was Bob Hannah. Next year it could be one of virtually thousands of motocrossers. It could even be you (if you stuff the ballot box), only one vote per letter. There are no restrictions. The choices are endless with talent like Brad Lackey, Jim Pomeroy, Heikki Mikkola, Gerrit Wolsink, Tony DiStefano, Graham Noyce, Jimmy Ellis, Gaston Rahier, Jimmy Weinert, Gary Semics, Rick Burgett, Marty Tripes, Kent Howerton, Mike Bell, Danny LaPorte, Broc Glover, Rex Staten, Steve Stackable, Pierre Karsmakers, Rich Eierstedt, Tommy Croft, Gaylon Mosier and many others. You tell us!
WHO EVER WINS

DEPENDS ON YOUR VOTE

You decide! The contest is open to all the readers

of MOTOCROSS ACTION. and those who just look at the pictures. The winner will carry the title of RIDER OF THE YEAR. Just fill in the handy ballot provided for you and wait to see if your choice is going to drive away with the fully equipped off-road pickup truck, ROY plaque and undying fame. All votes must be in by March 1, 1978.



RIDER OF THE YEAR BALLOT

Fill in the name of your choice for the MOTOCROSS ACTION RIDER OF THE YEAR

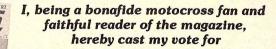
and mail it to:

MOTOCROSS ACTION Magazine

RIDER OF THE YEAR

P.O. Box 317

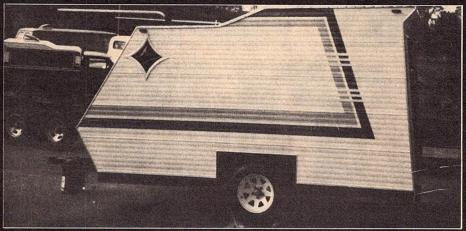
Encino, California 91316



to be Motocross Action's RIDER OF THE YEAR and get the truck.

In what state do you live?

Tricks From The Trade



FACTORY TRAILER

Do it like the factories with your own custom-built trailer from Lassen Camper Mfg., makers of Pro-Trac trailers. Lassen Camper will custom-build you a rolling workshop for your scoot to suit your needs. Some of the features of the Pro-Trac trailer line are: heavy rolled aluminum with baked-on enamel finish, complete fiberglass insulation, 12-volt lighting system, exterior gas storage, custom welding,

Highway Patrol approval and a complete list of accessories. Some of the accessories include: work bench plus storage area, sleeping bunks, awnings, walk-on roof with ladder and heating and/or air conditioning on request. To obtain more complete information contact Lassen Camper Mfg., 7685 Placer Road, Dept. MXA, Redding, California 96001; phone (916) 241-1100.



GRAHAM-PRIX PLASTICS

Unlike new automobiles, new motocross bikes are seldom available in a choice of colors, styles or trim. If you want a Zonker 250, then you will have to settle for a Screaming Yellow Zonker 250 just like everyone else. Well, to get away from this mass conformity, you might want to put some other color scheme on your bike, and this is best

done by changing fenders, side panels and tank. Graham-Prix Plastics, a division of Graham's Sheet Metal, offers a complete line of replacement fenders and side panels. For more information contact your local motorcycle dealer, accessory shop, or write to GSM Inc., 7240 Varna Ave., Dept. MXA, No. Hollywood, California 91605.



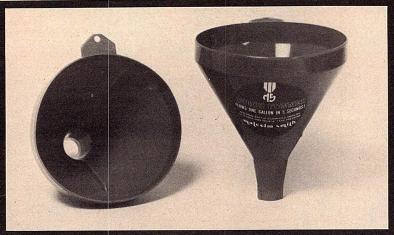
SEW ONE ON

Or better yet, get your girlfriend to sew one on for you. Sew what, you say? Well, embroidered sew-on patches, of course. GSM Inc. is a current nationwide distributor of motorcycle sew-on emblems. Their selection contains everything from the large jacket eagles worn by such notables as Team Harley members (Eierstedt, Staten and Tripes) to the small shoulder tabs and buttons for the rest of the MX world. (Harley riders have always been full-dressers.) A wide selection is available from your local dealer or accessory house, or write: GSM Inc., 7240 Varna Ave., Dept. MXA, No. Hollywood, California 91605.



SOMETHING REALLY NEW

Rocky Cycle Company is releasing the new high-velocity E.I. carburetor after long and extensive testing. A controlled high-velocity airflow is accomplished by the guillotine-type slide, patented flat metering rod and trench-type venturi. All tuning is done via the needle, with infinite needle settings for low-end throttle response. The E.I. carburetor design eliminates the need for main jets, low-speed jets, idle jets, and is said to almost never need cleaning or rebuilding. E.I. carbs are available in 30, 32, 34, 36, 38 and 40mm sizes to fit most motorcycles. All parts are interchangeable between the different sizes of carburetors. Complete E.I. carbs and replacement parts are available now through your local dealer or from Rocky Cycle Co., or for more information contact Elko Adv., 1250 Elko Drive, Dept. MXA, Sunnyvale, California 94086; phone (408) 734-3753.



QUICK, A FUNNEL

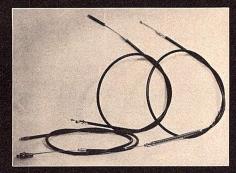
Discovering you've got Gummo 50-1 in your gas tank and Clods 20-1 in your gas can five minutes before they start your moto can be very exasperating. Even after you've dumped out the old gas, it seems like it takes forever to fill the tank. Well, now there is a quick-fill funnel for fast filling of motorcycle gas tanks. This new funnel is available from Malcolm Smith Racing Products and will work on all gas tank openings,

including the narrow Suzuki RM models. Designed to stop the "swirling" of the gasoline when pouring fast, this funnel will fill one gallon in five seconds. At only \$1.95 it is a considerable savings over an expensive quick-fill can. Ask for it at your dealer's or contact Malcolm Smith Racing Products, 888 Marlborough, Dept. MXA, Riverside, California 92507; phone (714) 686-1006.



SPACE PLATFORM

Blow your friends away with this new space-age pit transportation. A sure sign of things to come, as it operates for several hours on an overnight charge. Power is supplied by a 12-volt VW battery that propels the vehicle up to such mind-boggling speeds as a flat-out 6 mph. Rigged for silent running with two independent brakes and bumper rail, it's sure to be the perfect solution to the pit 'squid problem. Available in red or blue. Price, including charger, less battery, is \$199. For more info contact: Cosmopolitan Motors, Inc., Jacksonville & Meadowbrook Rds., Dept. MXA, Hatboro, Pennsylvania 19040; phone (215) 672-9100.



TERRY'S CABLE FOR GUNNAR'S GASSER

Terry Cable, long known for quality cable construction, is now making cables for the new Gunnar Gasser throttle assemblies. The Gunnar Gasser needs a shorter cable, so a new cable is needed unless you want to shorten the old one. Terry makes four versions for the Gunnar Gasser: one for 36mm German Bings; one for 36mm Spanish Bings and 36mm square-body Amals; one for Lectrons, 32-38mm Mikunis and small-body Bings; and finally a cable for Yamaha 36mm Mikunis. Retail price is \$6.25, and special-length cables can be made on request. For more information contact Terry Cable. P.O. Box 1321, Dept. MXA, Hesperia. California 92345; (714) 247-2646.



HOT PANTS!

There's almost nothing like starting out the new year with some new motocross pants. Nice, shiny and crisp new leathers are the psychological equivalent of new knobs; you just feel like roosting. Bates Industries offers quality motocross pants in nylon, nylon-leather and all-leather off the shelf for the first time to the buying public. The Bates pants feature hip and shin pads, molded double-density knee cups, reinforced crotch (ouch!), medical card pocket and outlined chevron V or vertical stripes. Fully lined with stretch nylon, they are available in a choice of solid or multi-colors. Bates MX pants come in custom designs, colors and sizing, with team designs and lettering also available. Complete information may be obtained by writing to Bates Industries, P.O. Box 2668, Dept. MXA, Long Beach, California 90801.

GIO



Bob Hannah (2) likes the combination of Bell Helmet, duckbill visor and Sinisalo face guard, while Tony D. (3) prefers Bell's full-coverage Moto-Star with duckbill visor. Tony plans on saving his face for the movies. Steve Stackable (6) likes to adorn his helmet with symbolic stickers like roving armadillos and green leafy substances. What is that, a tobacco leaf, Steve? Rick Burgett (8) really likes to use his helmet, and affords himself numerous opportunities; his Bell and noggin seem up to the task, though.

Head gear for heroes

By Dennis Cox



Marty Smith (9) is "all-American" in his red, white and blue Electro helmet with matching Sinisalo face guard and JT team peak. The "Man" himself, Roger DeCoster (104), uses a yellow Bell with stylish team Belgium stripes on the sides. Depending on the track, Roger sometimes will use a full-face Moto-Star. Rich Eierstedt (11) uses a KRW helmet painted team Harley orange and black. John Savitski (20) uses a Bell helmet with regulation visor and, of course, duct tape. Simple striping helps to individualize his helmet from everyone else's.



Chuck Sun (21) leads our fashion parade of headgear with this chic creation from the Electro helmet line. The stylish motif is team Husky blue and gold. Team Kawasaki's Terry Clark (27) uses his Bell helmet as a veritable walking billboard advertising his wares in hopes of picking up sponsors' contingencies. Gaylon Mosier's (33) Electro helmet seems to be very productionish stock. Color-coordinating visors and helmets seems to be very in this year. Glendon "Tex" Johnson (41) wants no one mistaking where his heart's at. In case you missed his visor, he has also put his stately logo on the back of his leathers. Glendon uses a KRW helmet while traveling the National circuit. Dave Taylor (45), long a leader in fashion headgear, uses an Electro helmet with a visor that makes sure the cycle papers spell his name correctly. Ambitious riders take note.



There's no mistaking when Jeff Jennings (54) is on the track, just look for the most sano helmet. Jeff has always used a Bell helmet and plans on keeping it that way. Frank Stacy (67) likes the KRW helmet while canvassing the country on his works Sachs. Helmet and bike go together nicely. Bob Elliot (68) works at U.S. Suzuki in Santa Fe Springs, California, and rides the circuit as a developmental rider. Bob prefers the protection of the Bell Moto-Star helmet. Come on, Bob, you can make a better "S" than that. Three-time National Champion Gary Jones' (73) Bell helmet looks like it's seen some action. Gary still likes to get in a little roundy-round now and then, which is why his helmet looks so Class C. Basset-sponsored Jim Gibson (92) uses an Electro helmet with JT team peak and Sinisalo face guard. This was Jim's first year in National racing; watch for this helmet during the coming year.

COMPETITION

Annual Four-Stroke National

Future race

By Dennis Cox

□ Today's generation of motocross fanatics have a hard time conjuring up images of John Banks, Rolf Tibblin and Emilio Zumsquat ripping up the motocross tracks of the early '60s on the then all-conquering BSA, Triumph, Matchless and even Husqvarna four-bangers. Back then two-strokes were for the tiddler class and men were men and motorcycles were heavy. The champions of this era were a rugged, strong, physically large group of men who tamed the thundering four-stroke beasts of the times. Four-stroke fans are a hardy lot, weathering the onslaught of ring-ding technology while knowing secretly that someday they would see their reign return to the motocross tracks again.

Through the efforts of Allan Greenwood of Knobby Shop International in San Diego, California, and Carrera Goggles, an annual tradition has been established: the United States Four-Stroke National Championship. Held each year since 1975 at Carlsbad Raceway in Carlsbad, California, the event is a cause celebre for die-hard four-strokers all across the country. Nortons, Triumphs, BSAs and Ducatis are all dusted off and brought out of hibernation to echo that melodic sound that's music to four-stroke lovers' ears. In the pits Hondas, Yamahas, CCMs and trick one-off bikes abound. There was even a Harley Sportster, a full 1000cc of mind-blowing horsepower.

With emission controls fast approaching motocross land, it would seem two-stroke racing is doomed to eventual extinction. The Japanese Big Four seem to sense this

Carrera's 3rd Annual Four-Stroke National

and are hot on the trail of a competitive four-stroke racing engine. The Four-Stroke National could very well be the National in a few short years.

About the only thing making four-strokes rare in local competition these days is the prohibitive cost and work involved in making a full-race four-stroke. Yamaha offers the closest thing to a four-stroke racer, but even their bike still needs work to make it competitive with the sleek rocketships at the vanguard of the two-stroke monopoly.

For some this race is the highlight of the year, and for some it's the limelight. While the racing is fast and furious, it is also kicked-back and relaxed. To a select few it is an intense day of competition with a National title on the line, and for others it's a time to kick back and dice it out with your buddies. Jim Wilson, who just a few vears ago put many of the hot new motocross stars to shame at Hopetown, was having a great time pulling holeshots on his big 650 Triumph twin and waving as he threw the mammoth 650 on its side through the turns. An occasional yah-hoo was heard over the thumpers' roar as many of the riders got into the exhilaration of four-stroke racing:

Marty Moates showed up with his Sears Point KSI Honda, an extremely sanitized bike that featured dual Fox Airshox in a monoshock-type rear suspension. Tommy Croft was riding a similar bike for Knobby Shop International. Tony Wynn drove in from Arkansas and was entered on a very clean-looking CCM. Unfortunately, both Marty and Mike Tripes lost their CCM rides when their bikes were stolen at the CCM warehouse before the race. Marty Smith was in Japan testing the new RCs, while last year's winner, Mike Bell, had broken his wrist at the Anaheim Supercross. Rod Kentner drove in from Bend, Oregon, after winning the Oregon State Four-Stroke Championship, and had high hopes for his C&J-framed Powroll TT500 Yamaha.

THE TITLE

After the start it looked like Marty Moates and Tommy Croft were going to smoke the field going away. They'd have to be content in just racing against each other. It was not to be, though, as a rock derailed Croft's chain on the first lap. Moates was left to circulate unchallenged for the remainder of the race, with Rod Kentner a distant second. Moates' bike started sounding ratty halfway through the first moto, as the hand-built header pipe had broken, causing an exhaust leak. Moates nursed it in for the win.

Croft offered up his KSI (Knobby Shop International) bike for Moates to use in the second round and Moates again charged to an unchallenged lead, only to have the tranny lock up on the last lap, letting Kentner get by to take the win and the title home to Oregon.

This was no simple task, as Kentner had been involved in a first-turn crash and had to work his way up from dead last. Kentner and Yamaha-mounted Mark Ellis had a running battle over second position, passing and repassing until Kentner took control and made his pass stick. Kentner went on to win the final moto after Moates' last-lap mechanical failure. Andy Kirker, an up-and-coming SoCal motocross hot-shoe, was second overall, with Mark Ellis nabbing the third spot.

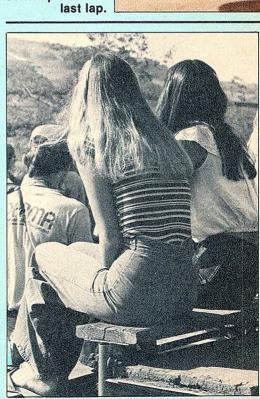
Rod Kentner got to take the coveted title of Four-Stroke Open class National Champion home to Bend, Oregon. Dick Mann showed his old winning ways by besting Rolf Tibblin for the Old-Timers race, while Vince Kreizinger topped the Open Sportsman/Amateur and Pete Eunice was top Open

Sportsman/Novice. A special sidehack race was won by the team of Pete and J.T. Whitney, who had the crowd on its feet with their derring-do antics.



Rod Kentner will carry the title of National Four-Stroke Champion back to his hometown of Bend, Oregon.



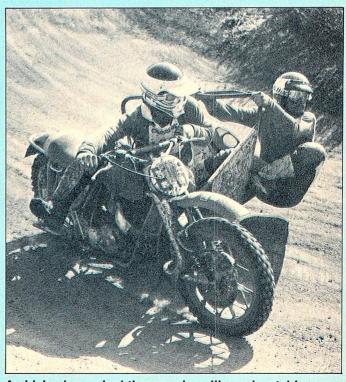


Luscious Louellas abounded in the pits and around the track.

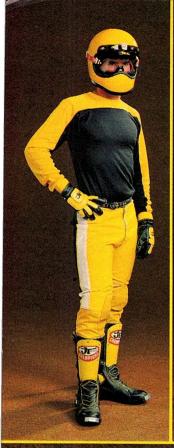




Ozark Mountain daredevil Tony Wynn was getting off roosting around the Carlsbad adobe until he got a little too far off.



A sidehack race had the crowd spellbound watching their radical antics on the rugged Carlsbad hillsides.











For Christmas '77 give your favorite rider the very best be he motocrosser or mini-crosser. From head to toe, JT equipment offers the very best body protection available in combination with exciting, vibrant new international colors that lend a certain "pizzazz" on or off the track. All JT equipment is available this Christmas in KIDS SIZES, too.

WFO JERSEYS

Solid Colors: Blue, Red, Yellow, White

Combinations: Yellow/red body; Red/yellow body; Blue/yellow body; Yellow/blue body; White/red body; White/blue body; White/yellow body; Yellow/black body; Blue/orange body

 Kids Sizes: S, M, L.
 \$13.95

 Adult Sizes: S, M, L, XL
 \$15.95

 All New!! Yamaha Grand Prix Jersey.......\$22.95

COUPON

ALL NEW COLOR CATALOG FOR 1978 - \$3.00

NAME ADDRESS

ITEM	QUANTITY	SIZE	COLOR	AMOUNT

If additional space is required when you are ordering, write down the items (including quantity, size, color and amount) on a separate piece of paper and send it along with this coupon.

NAME APPLIED _

AMOUNT ENCLOSED _____ NUMBER APPLIED ___

□ Master Charge □ BankAmericard □ American Express# __

Expiration Date

Send Money Order to avoid delay in shipping. Calif. residents add 6% sales tax. Will ship COD same day. All foreign orders add 10% for shipping charges and must be prepaid in U.S. currency. For super-fast delivery call us un-collect at (714) 427-0971. All orders less than \$10.00 please add \$1.50 handling fee.

JT Racing Imports, 303 W. 35th, Ste. D, National City, CA 92050

(714) 427-0971 MX6-3

Dealer Enquiries Invited

IT Unleathers

World's Best Nylon/Leather Combination Pant, COPIED BY ALL: EQUALLED BY NONE - Approved for AMA Competition.

Combinations: Red/blue/white stripe; Blue/yellow stripe; Yellow/black/white stripe; Black/yellow stripe; Blue/white stripe; Red/white stripe; Orange/blue/white stripe; Red/ black/yellow stripe.

Kids Sizes: Waist sizes 22", 24" & 26".......\$65.95
Adult Sizes: Waist sizes 26", 28", 30",



CUSTOM LETTERING

(Sorry, no COD on custom lettering.)

Jersey's

Name

(3" high) \$.85/Ltr. Number

(8" high) ...\$1.75/No.

JT Logo \$2.00 Bike Logo

Your choice.....\$3.00

Name on Knuckle \$5.00 7 Letter Limit

JT Logo

(Rear).....\$5.00

JT Logo

(Front Leg)...\$4.00/ea.

IT Patches

(On Side) \$2.00/ea.

Name On

Rear\$2.00/Ltr.





FACE MASKS

Mikkola Replica	 				٠.,			٠.		•		٠.	٠.,		٠.	. \$8.95
Jofa — red, blue, yellow, white				•				• •							••	. \$4.95
707 Finn Fighter		 	٠.						٠.					٠.		. \$6.95
Scott — white, orange, blue, red.											Ē,					. \$6.95

JT WORLD CHAMPIONSHIP

MUTUCRUSS GLUVES	
*JT Champion — Fully padded. Orange/White/Black	. \$28.85
*JT Mikkola I — Lightly padded. Red/Black	. \$28.85
JT Wolsink — Heavily padded. Black/White	. \$28.85
JT American — No padding. Red/White/Blue	. \$24.25
Mikkola II — SUPER GLOVE. Fully padded. Blue/White	. \$32.85
*JT Team Yamaha — Fully padded. Black/Yellow	
*JT Marty Smith — Lightly padded. Red/White/Blue	. \$28.85
JT Champion II — Inside padding — Three color combos available	
Orange/Black/White	
*Blue/Yellow	
*Pad/Vallayy	#24 DE

GOGGLES — All clear lens modelsSCOTT — White, Orange, Blue frames.\$12.95CARRERA — White, Blue, Black, Yellow Red frames.\$12.95BARUFFALDI — White, Blue, Black, Yellow, Red frames.\$10.95

JT 5-SNAP TEAM VISORS — with logo
JT 5-Snap Team Peaks — Red, White, Blue, Yellow & Smoke \$3.95
JT 5-Snap Bubble Visor — Red, White, Blue, Yellow & Smoke \$2.95

 JT CHAMPION BOOTS

 Red, Blue, or Black all with Yellow shields.

 Kids Sizes 4, 4½, 5, 5½, 6

 Adult Sizes 6½, 7, 8, 8½, 9, 10, 11, 12.

 All \$89.95



PRIVATE ENTERPRISE

The plight of the private entrant

By Jody Weisel

☐ Suzuki, Kawasaki and Yamaha have never gambled for stakes this high. It was a multi-thousand-dollar crapshoot/ at a paper moon. When you have the assets of a Japanese conglomerate behind you, the debits and credits of a racing program can be balanced out in a quick accountant's juggling of the books, but when you are a small, family-run firm, trying to roll boxcars or snake-eyes can be dangerous. But, two Northern California brothers took the risk of taking a financial bath by confronting the factories face-to-face. You have heard their name a hundred times and you have seen their product on all the big-name bikes, but the brothers Fox remain an enigma to the motocross industry.

Bob and Geoff Fox combined their shared brotherly skills, one for business and one for engineering, to become Moto-X Fox. Their shocks are the best on the market. It is an undeniable fact. A fact that Teams Honda, Maico, Can-Am and Harley understand so well that many of their factory racers are outfitted with Fox Airshox. And business is booming for Moto-X Fox. The shocks sell for \$265 and \$290 a pair and many models are back-ordered into the thousands. The production run is a full-time, highly charged effort. It alone should keep Bob and Geoff on the shock dyno and phone 18 hours a day.

The name Moto-X Fox doesn't mean just shocks anymore. It now stands for

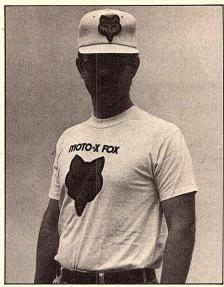
the strongest private entrant motocross team on the National motocross circuit. Attempting to field a team against the factories is an odds-against-you crapshoot. The factories build the machinery that everyone races, but they always keep a few secrets for themselves. So, you can buy an almost-works-type bike from the factory, but the best it can ever really be is last year's works bike. A private entrant team is a term that has been born on the Formula One Automobile Grand Prix circuit of Europe. In car racing a rich Count or well-heeled English nobleman will buy himself a used Matra or Ferrari, a former up-and-coming driver, and go out to challenge the powers. Lord



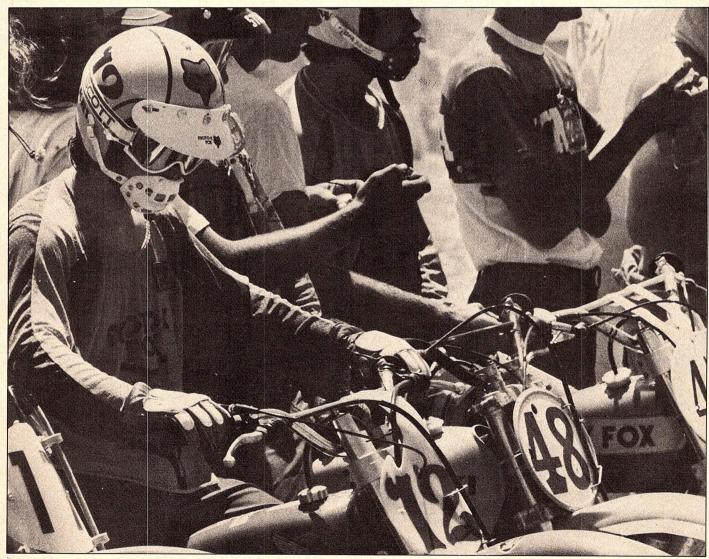
Long hours are spent at the dyno trying to duplicate the heat and wear patterns of racing.



Mark Barnett spent less than a season on Team Moto-X Fox before signing with Suzuki.



Geoff Fox — world traveler and one half of the dynamic duo.



Steve Wise (12) and Pat Richter (47) remain calm in the midst of the starting line storm.

ASSAULT ON THE TEAMS

Hesketh budgeted over a million dollars to have cars with his name on them chase after cars with names like Ferrari, Brabham and Alfa. The Lord never pulled down the world driving title, but he brought some spirit and life into a stuffy, high-falootin' society sport.

Motocross is a factory-run crap game. The AMA writes rules to aid the factory efforts and the factories are assumed to be the sole support of racing, but Team Moto-X Fox is proving that to be false. It got a little out of hand, but in a good sense. Originally Geoff and Bob were going to help local Northern California racer Pat Richter. Pat was a rising star, but somehow was not close enough to the SoCal factories to be near when the factory goodies were handed out. Moto-X Fox bought him a couple of bikes. Paid for the bikes with hard-earned cash, and set about to get them running.

Meanwhile, 2000 miles south in Texas Steve Wise was preparing to begin what for him had become his yearly crusade, his annual one-man stand against the factory riders. Geoff and Bob liked Steve and sent him some of their new Simons forks and the radical new Fox Airshox. Moto-X Fox was planning on trying to keep up with their growing business, but wanted to help young riders who deserved support, but were being ignored. In the beginning the Team consisted only of Pat Richter and his MX Fox RM125 Suzuki, but it was soon to grow. At this time there was no dream of going out and knocking down a National Championship. It was just Geoff and Bob helping out Pat. Richter's bike was going to be used as a test bed for new products.

Hangtown was the first 125 National of the year. The Moto-X Fox RM125 was a beautiful sight. The suspension was dialed in perfectly and the engine was a special water-cooled torquer. Texan Steve Wise showed up in his van and unloaded a Moto-X Fox-suspended CR125 Honda. It looked good, but it was a Honda. Nobody rode Hondas except the factory. But the Cliff White-tuned engine ran like a rocketship, and the Fox suspension brought the Honda up to date. The gate dropped at Hangtown and the crowd stood in stunned amazement as Richter and Wise roosted on the pack and took

off. A loose water hose in the second moto cost Pat Richter the overall win, but he was second. Steve Wise on his totally private Honda tied for third. The Fox brothers were so elated to see riders in their jerseys running out front that an idea was formulated.

And the germination of that idea was Team Moto-X Fox. Steve Wise was quickly signed up, and mechanics Chuck Tannlund and Cliff White readied the bikes for an assault on the factories. Moto-X Fox elected to go for the 125 title.

"We are realistic enough to realize that motocross is still basically a contest of riders' skills. The machinery is vitally important, but when it comes down to it the rider is the most important factor. Therefore, we realize that there is no way that we can hope to race with superstars such as Bob Hannah and Marty Smith. We may be able to beat them in one particular moto, but over the season there is no hope. Because the major factories have in the past concentrated their biggest guns in the 250 and 500 National Championships, the 125 National Championship has been the logical place for privateers to do well. Another important factor is the fact that the 125 class is probably more machine-dependent than any other. Getting another horsepower out of a 500cc-class bike will probably be no advantage at all to your rider, but do it in a 125 without sacrificing powerband and you will have moved your rider up considerably in the standings. Since we have placed a new emphasis on engine performance products this past year, the 125 class was the logical place to give them the true test," says Geoff.

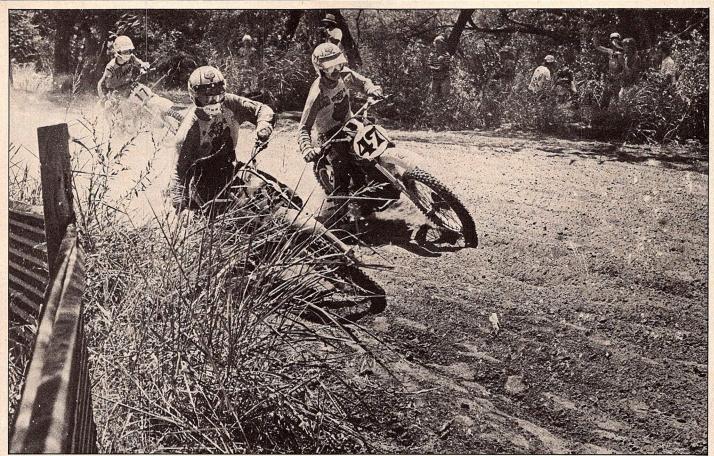
Next year the AMA will require a rider to select one class and only one class to compete in, and MX Fox believes that this will open the field to many private entrants. Geoff states that, "The new 1978 format in which each rider must choose his class before the start of the season is the best thing the AMA has ever done for the privateer motocrosser. It opens up the possibility of higher finishes and more exposure than ever for privateers. In 1977 there were roughly 20 fully backed factory riders. At most Nationals about 17 would be there racing on any given day. Thus for a privateer to finish even in the top 20 was far from easy, and to

make even tenth position meant he would have to beat almost half the factory riders. Thus the most impressive finish by a privateer in the last year, in my opinion, was the third place which Mickey Boone took in the Carolina 500cc National. This was a truly impressive performance for a privateer. The second-place finishes in the 125 Nationals by Pat Richter at Hangtown and Steve Wise at Houston also deserve mention because in both events these riders came very close to the overall win. Finally, the performance of Pat Richter at the 125cc USGP in taking a third was a great achievement for a privateer.

"But, the new format means that the superstars and factory riders will be spread over three classes. It will make getting into the top ten at an event much more possible. Getting the number one position will not be much easier, but getting within smelling distance will once again be possible. The 500 class will probably feature eight or nine factory riders in 1978, the 250 seven or eight and the 125 will probably have four or five factory riders. This means more opportunities for privateers! I would make these suggestions to privateers considering campaigning the 1978 Nationals:

"Expenses: Traveling and living expenses are the single biggest budget items for someone on the National circuit. Think of them early in your planning for 1978. Traveling in pairs to share expenses is a reasonable way to reduce these costs. Also, you should consider whether you should attend only those races which are within 1000 miles of your home rather than try to make all the events.

"Spare parts and supplies: It is essential to start with a bike which is in top-notch shape. It doesn't have to be brand-new, but it should be thoroughly gone through. (We start with brand-new machines at the beginning of a series and completely go through them . . . engines are stripped and each part examined and reassembled.) There is no surer way of ruining your hopes than to drive 1000 miles for a race and have your transmission fail in practice. Besides the normal parts such as cables, handlebars, spark plugs and tires, it would be very good to have a spare set of wheels along. In



The private entrant's dream is to have his team out front. In San Antonio Wise and Richter pulled side-by-side holeshots; unfortunately the AMA penalized both of them for jumping.



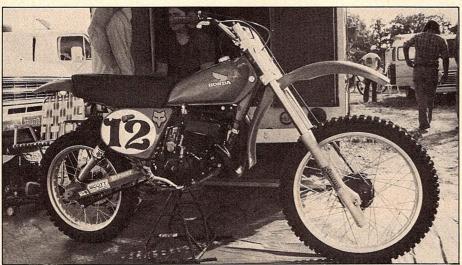
Bob Fox makes measurements on Kent Howerton's Husky during the Trans-AMA. Kent is one of many factory shoes who use Fox Airshox.

ASSAULT ON THE TEAMS

TOOLING UP...

☐ To beat the factories is hard. Especially when you have to work with their tools. The Fox team is in the enviable position of having two high-powered mechanics catering to and guarding their bikes. Cliff White and Chuck Tannlund are experienced and smart. What they have done to the bikes that Steve and Pat ride rivals many factory efforts and overshadows an equal number.

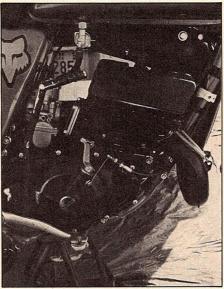
Private entrants have won races on the multi-dollar Formula One Grand Prix car circuit, where it takes a million dollars to field a car. What a Lord Hesketh or Rob Walker can do in Europe, some enterprising American could do on these shores. It could just be that Geoff Fox will be the Lord Hesketh of motocross.



Racing the factories means hard riding and good equipment. Steve Wise's Honda CR125 is the finest private Honda in the country, thanks to the hard work of super wrench Cliff White.



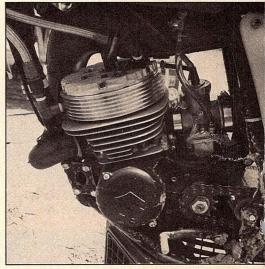
Utilizing a Thor swingarm and Fox shocks, the Moto-X Fox Honda gave nothing away to any factory in rear suspension. Simons forks kept the front end up to date.



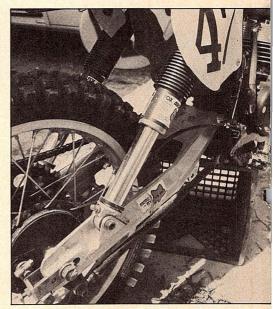
Wise's engine ran a Mugan top end. The Mugan is available only in Japan. Careful porting and tuning up its horsepower to more than competitive levels.



Pat Richter's RM125 was built by Chuck Tannlund. Simons forks and Fox shocks are evident. The engine is a special water-cooled number that was hand-built by Moto-X Fox.



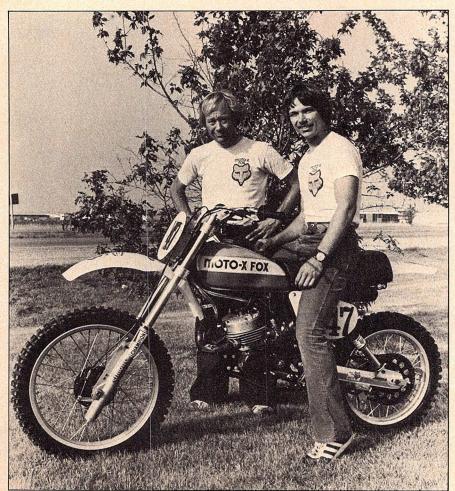
This is the engine that almost did the factories in at Hangtown. It was not used much after the second race of the 125 series because of weight.



What Richter raced with is largely available through Moto-X Fox. His complete suspension, porting and pipe can be ordered.



Steve Wise and Cliff White will be trading their handmade Honda in for a factory RC125 and the big-bucks ride.



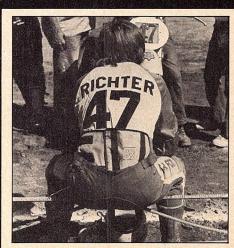
Chuck Tanniund and Pat Richter will be back on the 125 circuit next year wrapped in the Moto-X Fox colors.

any case, I would be certain before leaving that the wheels are freshly trued and the spokes are adjusted.

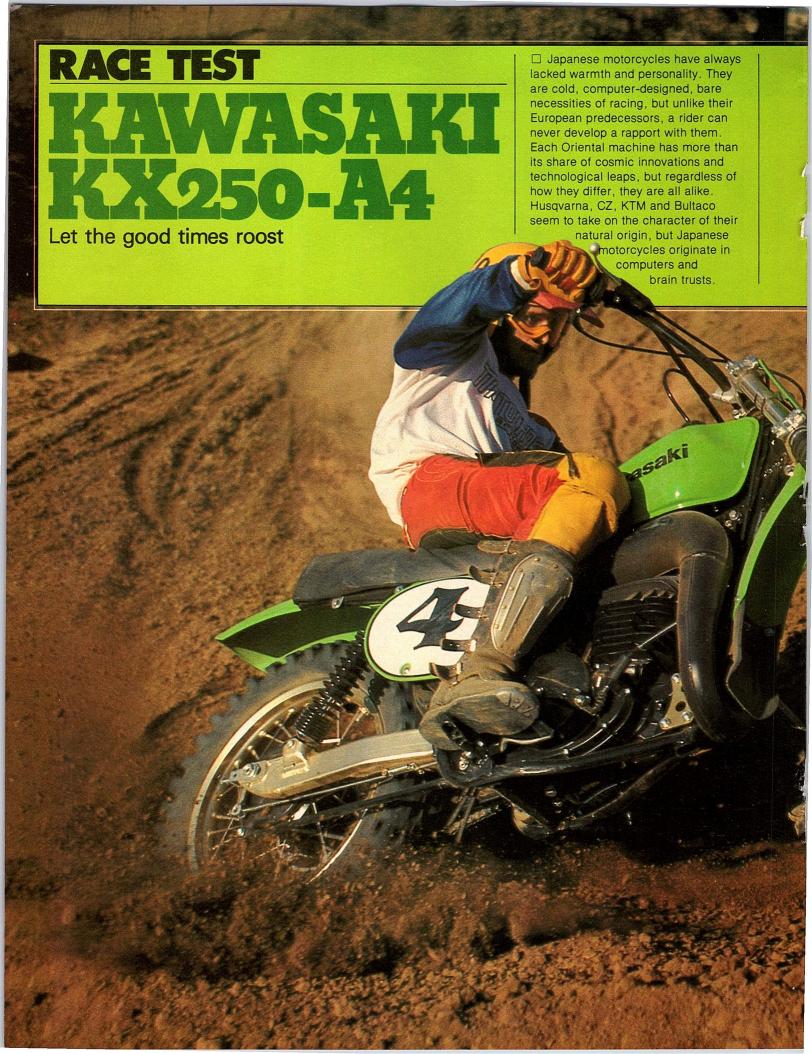
"Riding strategy: National races are 40 minutes plus two laps (about 45 minutes). If you have been riding local events with short motos, this will be a major change for you. Keep in mind that it is your finish at the end of the race which counts, not how well you were doing until . . . Stories about 'I was leading until . . .' may entertain your friends, but they don't bring you any money and they won't impress potential sponsors.

"So, know your abilities and ride within them. Pace yourself and be sure you finish every moto. Consistency is the key to success in a National motocross. If you can ride strongly and consistently and finish every moto, you will do well when the season's final standings are published. Most privateers never learn this. Most privateers DNF over half the Nationals they enter."

1977 was a learning year for Team Moto-X Fox, but it was also a year in which they became the most successful team in 125 racing. Both Steve and Pat had some mechanical problems that cost them a lot of points, but when the flags had finished waving they finished fifth and sixth in the standings. At mid-season they were joined by newcomer Mark Barnett, who finished seventh. Fifth, sixth and seventh places gave them three riders in the top ten and the first three non-factory riders.



Pat Richter and mechanic Chuck Tannlund are the sole surviving members of the team. Next year Richter will be the most sought-after privateer.



The Kawasaki KX250-A4 breaks the inscrutable mold that Japanese motorcycles are cast in. Have no doubts that it is the product of data processing and scratch pad thinking, but the sheets were clean when the bike was started. The Kawasaki KX250 has been a long time coming. When the first KX250s were released several years ago they were atrocious. And because they were so bad they were discontinued by Kawasaki Heavy Industries. For the past couple of years the public has lived without a new Kawasaki motocrosser.

Yet, Kawasaki continued a serious motocross racing program. Without a

single bike to sell, Jimmy Weinert, Gary Semics and Torleif Hansen raced and won on prototypes. And as the time passed, the protos got better and better. But why race unless you want to sell what you race? Throughout the summer of 1977 we heard rumors that Kawasaki was going to start making motocrossers again, but it wasn't until late winter that anything definite happened. But, when the new Kawasaki KX250-A4 arrived, it was a blockbuster.

THE PACKAGE

Three or four years ago the biggest development in racing was the advent

of light equipment. The bikes were becoming so light that the FIM and AMA set minimum weight standards to keep the bikes from getting too exotic. But lately, the modern motocrosser has become a real porker. Even under a lenient system of weights an RM250 or YZ250 would be lucky to hit the track at 230 pounds. The KX250-A4 weighs 216 pounds with half a tank of gas and ready to race.

If you sat the three major Japanese 250s (Suzuki, Yamaha and Kawasaki) side by side they would appear to be quite similar in materials and design, but the Kawasaki is a feather compared to the other two. The reason



KAWASAKI KX250-A4

is guite simple: attention to detail. To save weight on the A4, the seat base is plastic, the fenders and air box are plastic, the rear wheel is magnesium, the front backing plate is magnesium, the axles and swingarm pivot are hollow, the cylinder is almost 99-percent aluminum, the rims are D.I.D aluminum, the swingarm is aluminum and the engine is extremely narrow at the crank. Weight is where you can find it. Kawasaki found it and trimmed it off. Using good chrome moly in the frame allows the use of a thinner walled tubing, which in turn weighs less than a regular mild steel frame.

The engine is a straightforward, reed-valved, 249cc air-cooled two-stroke. The 70x64.9 bore and stroke engine has a two-ring piston. The top ring is a dykes type, while the bottom ring is a very thin (.030) oil retention ring. The piston has two holes drilled on the intake side to aid the reed valve. The reed valve is a special, patented Boysen reed, with six petals. The Boysen reed is the sole property of Eyvind Boysen and is undisputed as the best design currently on the market, and Kawasaki had to pay a rather healthy royalty to gain use of the design.

Porting is straightforward and not very radical, which means that the accessory houses are going to be able to pump some serious ponies out of the engine once they get it. There is a large intake port feeding off of the 38mm Mikuni, and in a radical departure there are two intake scavenger ports that feed directly from the reeds to the transfers. The exhaust port is a winged shape and bridged. The castings are very clean and don't have the little blobs and globs that clutter many mass-produced cylinders.

The cylinder itself is a return to an earlier Kawasaki innovation. The aluminum cylinder is almost totally aluminum. There is no iron liner for the piston to run against. Instead, the A4 uses the same process that the 1974 Kawasaki 125 Rotary Valve used — electrofusion.

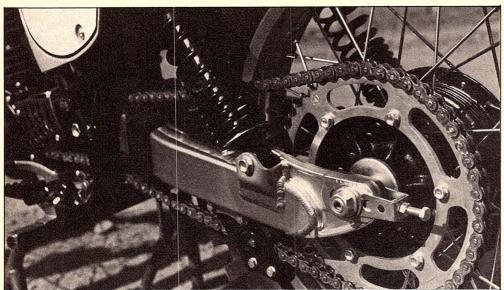
Kawasaki's electrofusion process involves setting up the cylinder in an exotic machine and inserting a special rod down into the bore. That rod is then electrically charged and ignited so that it sprays a hard coating almost seven thousandths thick over the bore. The



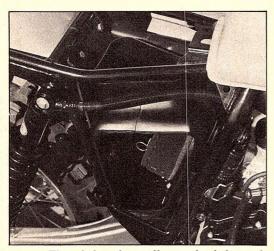
It is rumored that riders will have to fill out resumes in order to receive a KX250-A4 in 1978.



The A4 is designed to be ridden hard, but is a little too stiff even for the fastest of the fast guys.



Gold-anodized swingarm and rims set off the Kawasaki green very nicely. There is no spring-loaded chain tensioner.



The air box is easily reached through an enormous porthole. The reservoir tubes are well out of harm's way.



If you seize it you'll be buying a new one. The cylinder is manufactured with some Buck Rogers technology.



The Kayaba air/spring forks are aided immensely by a strong set of four-bolt triple clamps top and bottom.



Ignore the little fins. The forks have 9.3 inches of travel.

result is a very hard lining and extremely light weight. But, the cylinder cannot be bored out to accept a larger piston.

The ignition system is a Kokusan electronic CDI with an internal rotor. The spent gases escape through the bridged exhaust port into a very neat up-pipe constructed out of stamped cones. The pipe sweeps up the right side of the bike and the stinger exits on the left rear where it attaches to an adequate silencer.

WORKING IT OUT

Before you climb aboard you will notice that everything is well done. The front forks are Kayaba air/spring forks that we ran with 12 psi of air to complement the 11-pound springs. The forks offer 9.3 inches of travel. The triple clamps are very solid-looking units with four bolts on both upper and lower clamps. The steering stem uses tapered needle bearings. Both the needle bearings and four-bolt clamps are excellent steps forward for a Japanese manufacturer.

As you toss a leg over the saddle you will pass directly above the gold-anodized aluminum swingarm. The swingarm itself is constructed from rectangular tubing with rolled corners. The rear of the swingarm, the part that holds the axle, is a forged aluminum casting. The tubing and forging together form an extremely strong structure. The rear shocks are gas Kayabas with remote reservoirs. The shocks are 16 inches long and the reservoirs fit neatly into little pockets attached to the frame (no clumsy hose clamps).

The controls are very nice. The levers, kill button and throttle are mounted to a nicely shaped, but extremely wide (35 inches) set of bars. The throttle requires a little too much twist for our liking. Quick-shifting 250s need extremely short-turn, quick throttles. The brake pedal is really tucked in out of harm's way, but once you adjust to finding it, it applies the full-floating rear brake with ease. The rear brake torque arm is not only a full-floater, but it also has needle bearings and well-designed rubber booties protecting its moving parts.

THE RIDE, CLYDE

The Kawasaki KX250-A4 (nobody knows what A4 stands for) is not the

KAWASAKI KX250-A4



With half a tank of gas the blke weighed 216 pounds. Extremely light for a Japanese 250.

fastest, best-suspended or torquiest 250 on the market. Its power comes on at 6000 rpm and stops at 8000 rpm. It will not rev beyond that point, but it will run well below the 6000 minimum. The Kawasaki is a short shifter. The best approach is to shift up whenever you can. There is no advantage to be found in wringing it out a little more. The power is decent and quite respectable, and it is made all that much more potent by its one major plus — it handles.

The A4 doesn't lack power, suspension or torque on its competition, it just doesn't outshine them in this category. But in handling, the Kawasaki takes on that elusive quality of personality. The A4 is the best-handling Japanese 250 made and the equal of anything in its class. Remember, it weighs 207 pounds dry and about 216 on the track, so it is very light for a deuce-and-a-half. Combine this light weight with its short-shifting, constantly-on-the-move power and you have a big-horsepower 125.

The Kawasaki really handles. Don't confuse handling with suspension. The Kawasaki has 9.3 inches in the front and 8.7 inches in the back, so it is not

a standout. Handling is the response patterns and attitudes that the bike takes while maneuvering. The A4 can be tossed around like a 125. We would come bombing in high, and then, spotting an opening on the inside, slam the A4 down to its cases and carve like Ben Casey at Thanksgiving.

The Kawasaki is a front-end handler. You will get the best results by sliding up on the tank and using the excellent front-end geometry to pull you through. The bike comes with Dunlop Sport tires, a 5.00x18 on the rear and 3.00x21 on the front. In traction situations they worked fine. We, of course, prefer Metzelers for hard-packed action. A front-end handler is a bike where whenever you get in trouble you depend on the front to get you out of it. A Maico is a front-end handler, when in doubt, toss the forks at it, because the rear end isn't quite as good.

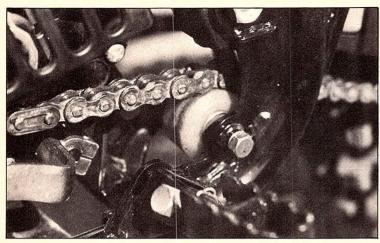
The rear of the Kawasaki worked well, but the extremely heavy damping on the Kayaba shocks combined with a very stiff spring rate made it a little choppy. After the shocks got older, and began to wear in (and out), the bike felt much better, but the rear end would

Continued on page 65

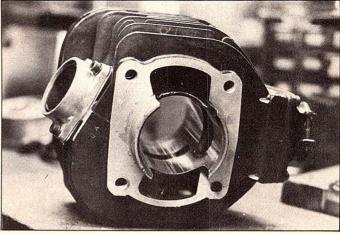


No acrobatics are called for. The A4 is a natural-born flyer.





The swingarm pivot bolt is drilled for weight. The chain rides on three plastic rollers.



The cylinder is extremely light. The Electrofusion liner is only seven thousandths thick.



Shame on you

□ Every Monday morning the mighty MOTOCROSS ACTION race team comes pouring in to our palatial offices in a building overlooking the home of some of Hollywood's most liberal starlets. Yet, ogling out the windows stops immediately while everyone tells their tremendous weekend racing feats. Then one afternoon Jody wandered in and proceeded to tell everybody how he had completely smoked the 125 class at Saddleback the day before. Secretaries looked at him admiringly, the janitor vowed to keep Jody's office a little cleaner, but Dick and Dennis were a little skeptical. They insisted on knowing how Jody did it.

"It was simple. I cheated. I jumped the starting gate, cut a corner on the back portion of the track and ran a 135cc engine!" Everyone was aghast. The janitor stopped eating his candy bar and threw it on top of Jody's desk, the secretaries suddenly remembered that they had to go file their nails, and Dick Miller was irate.

Jody explained that he was only doing research for a story on how to catch cheaters and never meant to keep any of the prize money. True, he had already spent it, but it was an object lesson for the other squids.

In fact, it is quite easy to cheat, and it is also quite common. Amazingly enough, you will rarely get caught. If Jody's escapades weren't proof enough, it is estimated that at least 50 percent of the 125 National Championship circuit machines are illegal. The external appearance of the bike remains unchanged, and unless the bike is torn down and measured no one will ever know. The Catch 22 of cheating becomes even more tricky when analyzed. In the big-time AMA National Championship circuit only the top three bikes are impounded after the race, and only once in recent history have they ever been looked into. The first three places always go to factory riders who normally are riding experimental bikes so fast they don't have to cheat. But if you're back in eighth or 12th place no one is ever going to look inside your engine, and that extra horsepower could get you a factory ride next year.

On the local scene, nobody tears engines down. There are hardly any rules, and those that exist are often too vague to figure out. The AMA rules say that an engine can be no bigger than 125cc, but many local organizations allow you to go eight thousandths over. Going eight over normally adds a big boost in cc. We don't want anyone to cheat, but we would like to establish a pattern of rule-

making that determines exactly what cheating is.

Jody's RM125B had well over 135cc. In the one-two-fives that ten cc advantage can be the difference between a holeshot and a mid-pack start. Ten cc can gain that five feet you need to nip someone at the finish line. And the surprise of it all is that Jody's RM was a mild case of cheating. With a little calculation he was able to get the engine out to 142cc. We'll tell you how he did it in a moment, but beefing up his RM was just a little bit of cheating. If you ride a Penton/KTM 125, they make a 152cc kit that is a simple change-over operation. Thanks to a big piston and liner, a KTM 125 could be the rocket ship of the tiddler class, except for the fact that Husky makes a 175cc cylinder which will fit on their 125 engine. Yamaha also makes a complete 175 engine that few, if anyone, would notice. Even a Hodaka can be rebuilt by E.C. Birt to over 140cc if you so desire.

HOW TO DO IT

The Suzuki RM125B is the easiest bike to hop up illegally. If you know you are a better rider than the kid beating you, but he still keeps beating you, then here is what he probably did. The Suzuki RM125B is a long-stroke motor, which means that it has a long stroke and a small bore. The Suzuki RM125A was a short-stroke motor, which means that it had a short stroke and a large piston bore. All you have to do is put the big piston from the short-stroke on the long-stroke and you will see a massive increase in power, but it doesn't work. Suzuki changed the wrist pin from the A model to the B model. Here is what will work.

The earlier TM125 was a short-stroke motor with the exact same size of wrist pin as the RM125B model. So, if you go down to your local Suzuki dealer and order a TM125 piston, rings, head gasket and circlips, you will have all the parts you need. Then take the piston from the TM model and the RMB cylinder down to your local friendly boring place and have your cylinder bored out two millimeters to match the TM piston, and you will be almost done. The final step is to take a porting tool and reopen all the ports to their original dimensions, since boring will change them slightly. Now bolt the whole package together. Instant illegal horsepower!

When you get your piston, you have a choice of getting a

Continued on page 68





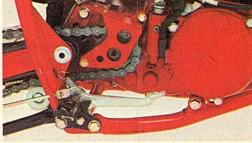


1978 Honda CR-250R: It's designed like a works bike.

Honda's RC works bikes have carried more American riders to Grand Prix victories than any other make. Now the wins pay off for you. Honda introduces the 1978 CR-250R Elsinore.™ That "R" stands for "Replica" because the new Elsinore is virtually a works-bike copy.

The light, compact, all-red engine displaces 247cc's

and produces 36
horsepower* at
7500 rpm. The
engine features
an aluminum
cylinder with six
transfer ports
for efficient
combustion
chamber
scavenging, a



The swing arm pivot and countershaft are located a mere 80mm apart. With the chain properly adjusted, two simple rollers handle all tensioning.

long-wearing chromed bore, and a radially finned cylinder head for better cooling. Reed-valve induction draws in the fuel and air mixed by the 36mm carburetor. A CDI handles ignition duties and is externally adjustable. And there's a smooth-shifting five-speed Honda transmission tucked inside those red cases.

The precise-steering Elsinore frame, handlebars and box-section swing arm are tough chrome-moly. Race ready. The steering head features tapered roller bearings, while the swing arm rides on needle bearings.

And that's just for starters. There's more fire power to Honda's new red rocket as you'll see on the next page.

*SAE net measurement taken at the crankshaft.

1978 Honda CR-250R: It performs like a works bike.

The 250R wheels feature conical aluminum-alloy hubs with magnesium backing plates and alloy D.I.D. rims for lower weight. The full-floating rear brake works to help reduce rear wheel hop under braking. The rear wheel carries a huge 5.00 x 18 tire.

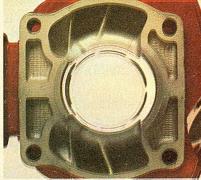
Like the works bikes, the 250R needs no chain tensioner. The countershaft has been located a mere 80mm from the swing arm pivot to minimize chain slack throughout rear wheel travel. With the

chain properly adjusted, two simple rollers handle all tensioning chores.

In addition to other weight-saving features, the kick starter, shift lever, brake pedal and both hand levers are forged aluminum. The fuel tank is also aluminum. Overall weight of the CR-250R is a miserly

Fire up the 250R and take your first cautious laps. Unless you're part of Team Honda and Company, this machine will feel like nothing you've ever ridden before. The power is awesome, but surprisingly controllable. The 250R is a rocket, but it delivers precisely what the rider dials from the throttle. No more, no less.

The suspension really soaks up the punishment. Leading axle Showa front forks deliver a staggering 11.8 inches of travel! And in back, lay-down gas shocks yield 11 inches at the rear axle! That's exactly the same amount of travel as the works Type II RC-250's.



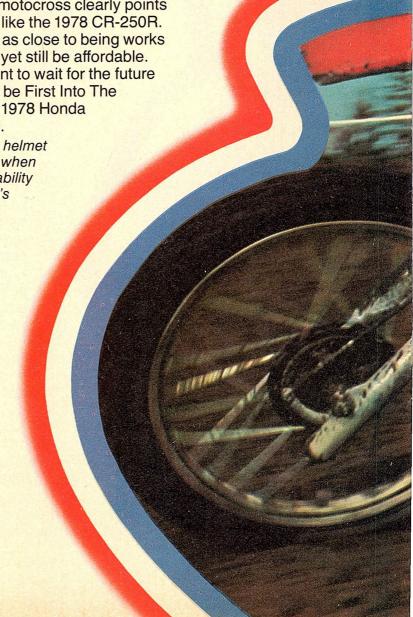
The CR-250R cylinder features a longwearing chromed bore and six transfer ports for high-efficiency combustion chamber scavenging.

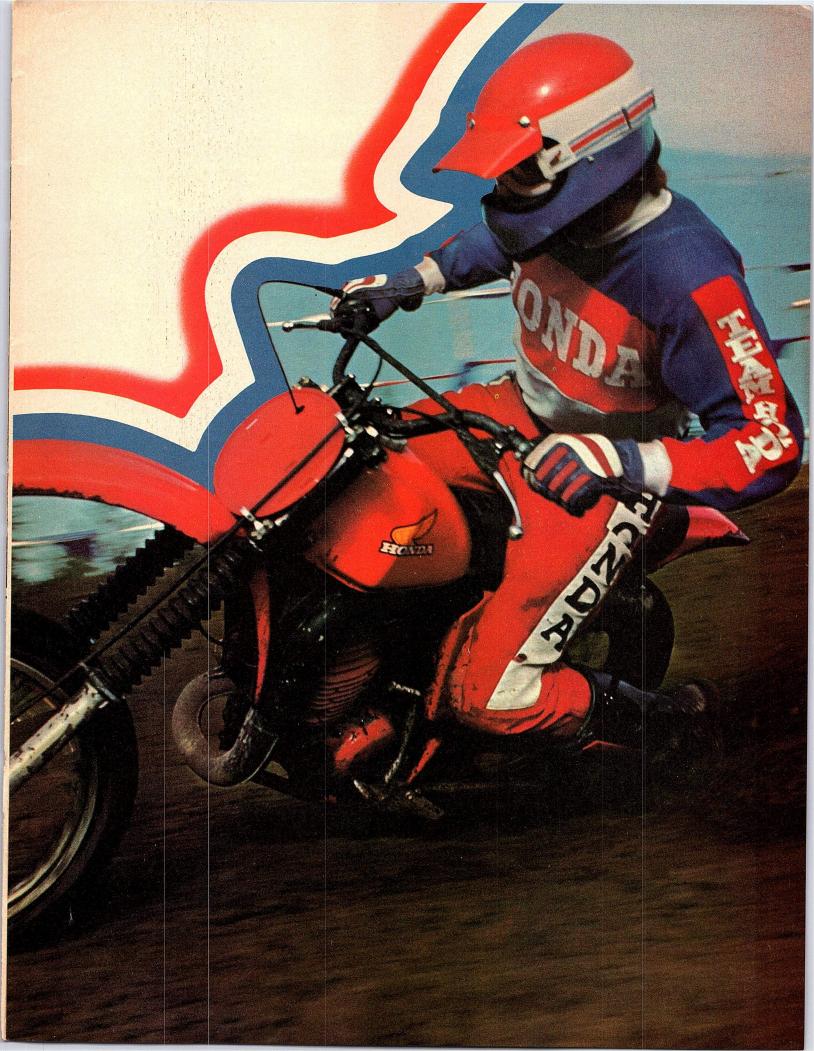
The future of motocross clearly points to more machines like the 1978 CR-250R. Machines that are as close to being works bikes as possible, yet still be affordable. But if you don't want to wait for the future to catch up to you, be First Into The Future today, on a 1978 Honda CR-250R Elsinore.

Always wear a helmet and eye protection when riding. Model availability may be limited. CR's are designed primarily for moto-

cross use and are sold "as is" without warranty. For free brochure, write: American Honda Motor Co., Inc., Dept. MX38CR, Box 50, Gardena, California 90247. See Yellow Pages for nearest dealer. ©1978 AHM Co., Inc.

GOING STRONG!





COMPETITION

CLAUSTROPHOBIA AT ARIAHITHIA

Next year a twilight double-header

By Jody Weisel

☐ The American spectator doesn't like to have to go stand in a field to see his favorite pastimes. The American crowd likes slam-bam action among the combatants on the field, but clean toilets and comfy seats while they're watching the mayhem. Stadium motocross has all the ingredients to become the biggest gladiator sport in America. 43,094 people jammed into Anaheim stadium to watch the action and they weren't disappointed.

Paradoxically, while the American spectator doesn't like to go stand in a field, the American motocrosser would prefer to race in a field. Stadium motocross has a claustrophobic effect on the riders. With 42 weeks of racing going down to a final showdown in the California twilight, the pressures had reached boiling points. Less than 80 professional motocrossers jammed into the Anaheim pits to provide the action and most came away disappointed.

For Bob Hannah, winning on the indoor tracks has become the thing to do in 1977. At Anaheim he didn't slack off from his previous pace as he completely smoked the main event. Honda's Jim Pomeroy was second, with Tommy Croft third. Gaylon Mosier finished fourth just ahead of the third Honda rider, Marty Smith. For Bob Hannah, it had been an easy night of

great racing. For the fans, they had gotten what they came to see — action. But most of the action was in the pits, in the minds of the riders, or in the closed-door negotiations with the AMA. All the forces of motocross became a little cramped in the closed confines of Anaheim Stadium.

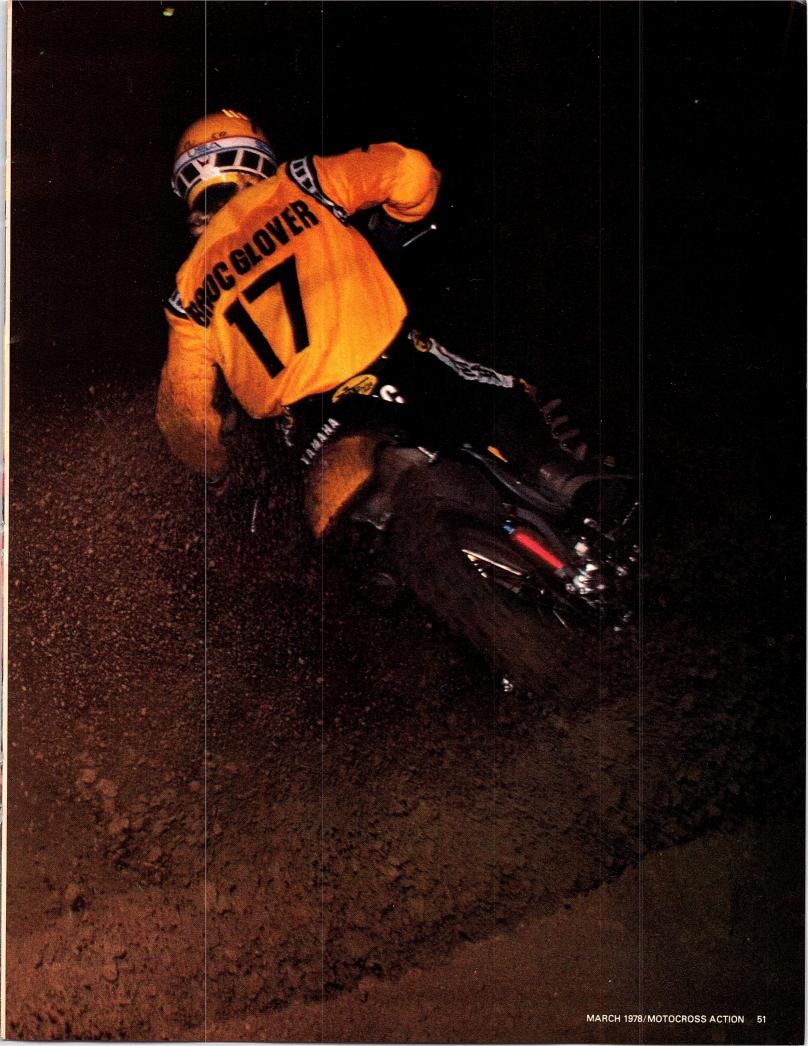
Claustrophobia is a fear of closed places. And when the riders are jammed together they start getting testy. Broc Glover had turned in an excellent ride in his first stadium event, but was penalized one lap for leaving the track and failing to reenter in the same place. Yamaha Team Manager Ken Clark stormed over to Tony DiStefano and said, "Your mechanics are chicken-shit!" Tony D. didn't have the slightest idea what Clark was talking about. Later he was told that Clark had thought that the Team Suzuki mechanics had protested Broc's reentry. Clark didn't realize that mechanics cannot file protests and that Tony didn't know anything about the incident. Tony said that he hadn't protested Glover, but if Clark said anything to him again he was going to. DiStefano and Glover like each other, too, but stadium claustrophobia gets to

Mike Goodwin, the promoter of the Anaheim race, got into an argument

with the AMA officials over his sanction. The source of the argument was money. Specifically, the problem was the television money that Goodwin had secured to allow the boob tube to come in and film his race. The AMA wanted one-third of it for themselves and one-third for the riders. Goodwin wanted one-third for the riders and two-thirds for himself. He told the AMA they could go skip for their share. On noon of the day of the race the AMA and the promoter finally settled the matter to their personal and private satisfaction. The sanction was presented and the race which was only six hours away was official. It would have been held regardless, with or without the AMA sanction.

Then the AMA got into it with the riders. It didn't seem possible that one twilight race could produce so many hassles. After practice the riders came in to prep their bikes. The AMA then sent a bulldozer out to change the track! Most of the riders didn't see what was being done and would be surprised by a new section of track in their first heat. Other riders applauded the move because they hated the section anyway, while others complained that they liked it.

The riders and the AMA got into arguments again when the bulldozer



A LA CARACTER STATES



Bob Hannah showed up at Anaheim with new leathers that spelled trouble for his opponents.



Rich Eierstedt holeshot his heat and ran away from the pursuing pack until he smoked his transmission.



Anaheim Stadium was a maze of humps, bumps and lumps. An occasional push with your feet helped.



was brought in to knock down a berm that extended into the starting line. When the bulldozer smoothed the berm down it also gave the riders on that line a perfectly smooth, extremely fast surface to the first corner. Rich Eierstedt hopped off his orange and black Harley and demanded that if "it is going to be like a freeway for them, then you had better make it a freeway for me too." So every race was delayed while the entire starting line was smoothed out. Eierstedt holeshot his heat to ice the cake. The riders grumbled all night long. They wanted people to know that they didn't love racing in stadiums. It was racing and that is what they were paid to do, but indoors was not a fun thing.

Even less thrilled by the goings-on in Anaheim Stadium were the Europeans. The plural is because two Europeans showed up, three if you count Pierre Karsmakers. The highest-placed foreigner was Honda's Graham Noyce



in 18th place. Graham seemed to enjoy himself most of the night, but Honda was a co-sponsor of the event and ordered its team riders to be there. Jim Pomeroy and Brad Lackey, who a year ago led an unsuccessful strike against promoter Goodwin and Anaheim, had to swallow a little pride and make an appearance. Bengt Aberg rode a YZ250 two-stroke listlessly and never really understood what was happening. He almost missed one of his heats because no one told him he was supposed to ride again so soon. The rest of the Europeans on the Trans-AMA trail at the time had no interest in going one-to-one against the Americans in a stadium.

Quite a few riders never got a chance to complain about the goings-on inside the stadium because they were refused entry. Mark Barnett. David Taylor, Lance Moorewood, Jim Domann and others were simply told by the AMA that the race was full and they couldn't participate. But, in fact, the race wasn't full. Some heats had openings for many more riders. Yet riders who held professional licenses and showed up to race were denied the opportunity by AMA referee Butch Lee and Professional Motocross Manager Mike DiPrete. It is unfortunate for these riders, and unfortunate for the crowd that paid to see 80 riders, especially since they were available.

Not everyone had a rotten time at Anaheim. Four privateers got involved in the races of their lives. Monte McCov fired past Bob Hannah in the first heat and held the lead for almost three laps. McCoy, a Floridian who lives in California now, turned in an impressive ride. When Hannah finally squeezed past, Bob raised his hand in some kind of gesture in an attempt to degrade McCoy's ride, but everyone in the stands cheered Monte's hard effort.

Carlos Serrano, riding a private

Husky out of Phoenix, Arizona, was the next privateer to lead the pack around the track. Carlos bailed off on the second lap of his heat, but got back up to make the transfer to the main. The scorekeepers had actually thought that Serrano had been lapped and failed to mark him down, but caught their error right away.

Arlo Englund had looked good all night, but troubles with the track had kept him out of the main event. The consolation event was for all the people who didn't make the main event. Pierre Karsmakers, Rick Burgett, Gary Jones, Marty Moates and Kojii Masuda were all in it, but Arlo was the fastest rider on the track. Pierre led until his engine blew and then Arlo Englund waltzed off with the win on his private Yamaha. Husky privateer Charles Halcomb was second, with Moates third.

John Savitski had made it to the main event as one of only five privateers to qualify. Savitski joined

ANALIEM

Moto-X Fox's Steve Wise, Monte McCoy, Danny Chandler and Carlos Serrano as the only non-factory riders on the line. Savitski grabbed the holeshot and for two laps put up a titanic struggle against Bob Hannah, but all things must come to an end. Hannah slipped by and then John did a triple somersault down the front straight.

Moto-X Fox-sponsored Mickey Boone crashed in practice and broke his foot. Mike Gillman followed up later in the evening with a broken nose. Yamaha's Mike Bell crashed in the main event and injured his wrist. Jimmy Ellis showed up on a borrowed Can-Am, since Can-Am had given up racing during the Trans-AMA, and immediately broke the handlebars off. The last person to break anything was Suzuki's Danny LaPorte, who broke all existing flying broad jump records when his throttle stuck wide open over a series of lumpy bumps, launching Danny, with feet flying, out through the haybales, over a television cameraman and onto the next straightaway. He wasn't hurt, just suffering from stadium claustrophobia.



No, Mike Bell didn't ride a minicycle at Ánaheim, he just makes his cycles look mini.



Austin, Texas' Steve Stackable finished 13th and switched to Team Kawasaki the following week.

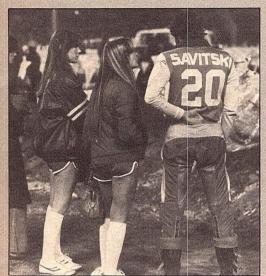


Monte McCoy was hot all night, but got cooled off in the main event.

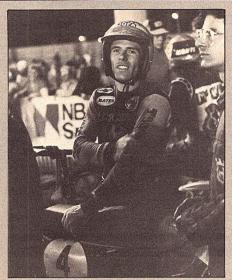


At the start of the main event Mike Bell plows through a downed Carlos Serrano. It ruined both their nights.





John Savitski led the main event for a couple of laps. Here he is seen getting encouragement from his supporters, known as Bevo's Angels.



Kent Howerton was just fulfilling a commitment to Husqvarna, who he announced he wouldn't ride for next year. Howerton switched to Team Suzuki a couple of weeks later. Oh those Texans!



Jimmy Ellis rode a private Can-Am for Kolbe Cycles. Once the dominant force in stadium racing, perhaps Ellis will have better luck with Team Honda in 1978.



Husky loaned Marty Moates a bike for Anaheim. They are trying to work out a deal, but nothing is firmed up yet.





Mickey Boone crashed hard during practice. Next year he will be the main rider on Team Harley-Davidson.



AMA tech inspector Billy Keffer towers over a kneeling Bevo Forte. This was the only time during the night that Bevo let his Angels get more than five feet away.

ANAHEIM STADIUM 12. Terry Clark......9 3. Tommy Croft 20 13. Steve Stackable.....8 15. Broc Glover 6 16. John Savitski 5 17. Kent Howerton. 4 19. Monte McCoy 2 10. Warren Reid.......11

HOCKS

An alternative to mass-production

By Dennis Cox

☐ Southern Californians are performance-crazy. In the '50s and '60s it was the hot rod and the stoplight grand prix. With seasonal good weather year-round, Southern Californians have an excess of time to spend extracting every last ounce of performance out of anything that moves, from skateboards to motorcycles. Hop-up city. That's why you'll find 75 percent of the high-performance manufacturers out here. From major aircraft builders to van specialty firms, if you want it built there's someone to build it for you in sunny Southern California.

So it is with motorcycle shocks; despite the "We don't give a damn how they do it in California" stickers, most of the rest of the country seems to follow California's lead. Just show up at a local SoCal motocross and you'll see bikes that even the factory shoes take a second glance at. This is the land of "trick." Not many riders think of racing a "stock" bike on the adobe speedways that constitute SoCal tracks. The items most frequently replaced, outside of stock tires and bars, are the "stock" shocks. While the factory suspension keeps getting a bit longer every year, there is always that rider who wants a little bit more or a little bit better. Something to give his bike that crucial edge over the competition, real or imagined.

Roger DeCoster once said that Joel Robert always felt he had to have an edge over the competition. A horsepower here, a bit better handling there, something that he knew made his bike better than the rest. If Robert felt his bike was no better than anyone else's, then his riding would suffer.

Joel would have been right at home in Southern California. Here he could find all manner of goodies for that allimportant psychological boost that many riders feel they need to win. From pipes to port work, forks to shocks, Joel would have had no problem

fulfilling his desire for the exotic edge.

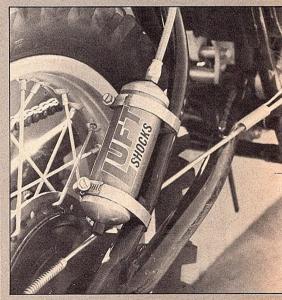
To satisfy this thirst for exotica, Southern Californians have created their own mini-industrial revolution with the growth of numerous "cottage industries" — small firms specializing in the manufacture and modification of all manner of mobile transportation. When Detroit failed to heed the call for more detailed and specialized machinery from its standardized production lines which were busy cranking out Chevy Impalas and Ford Fairlanes, these "cottage industries" responded by tooling up and producing all manner of performance trickery. Thus was born the "hot rod." Soon headers, Holley carbs, cheater slicks and baby moon hubcaps were everywhere. Detroit responded to this performance craze by building Dodge Chargers, Chevrolet Camaros and Ford Mustangs. A significant change took place: they were listening to those West Coast fanatics.

If it worked on the Detroit auto monopoly, then maybe it would work on the Japanese juggernauts producing motorcycles. Remember DT-1 shocks? How could you forget. They didn't work very well, but we might still be getting bikes with those chrome-plated door stops on them had there not been this well-developed "cottage industry" to goad the Japanese into developing a better product. Japan's RM, KX, YZ and RC series were an answer to this West Coast fanaticism, just as Detroit's Chargers, Mustangs and Camaros were an answer to the SoCal hot rod craze.

Luft, Hiiesalu and Works Performance are three small and young companies that specialize in making shocks in Southern California. The inroads they are making in shock design will help take us farther out of the pogo stick shock days and into the plush long-travel suspensions of the future. Briefly, we'll look into what got them involved in the shock business.

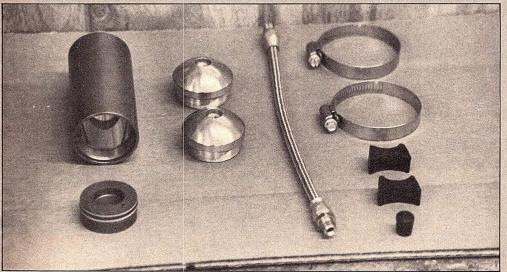


Kenny Zahrt developed the Luft shock on the grueling National circuit.

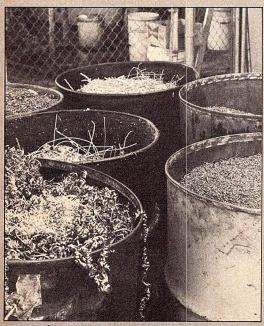


Luft reservoirs mount to the swingarm and help control heat fade of the Yamaha monoshock.

The Luft lineup. The gas reservoir model on the left, the regular gas model in the middle and the monoshock reservoir on the right.



Parts are kept to a minimum on both the reservoir and the regular gas shocks



Shock refuge, nothing to eat here.



Jerry Shapiro handles orders over the phone and takes care of customer relations.

LUFT; THE \$40,000 SHOCK

Chuck Parks, his son Rick and Kenny Zahrt were sitting around their Canoga Park home a few years ago discussing the sorry state of affairs with aftermarket shocks. The Japanese hadn't yet decided to market a decent set of production shocks, and about the only alternative market shocks available were Konis. While Konis were quite good, there was not much feedback between the factory and the consumer and Koni was slow to change or update their product. Kenny suggested to Chuck that he use his machine shop to build their own shocks. That night they started designing a shock that would set the motorcycle world on fire, they hoped.

One year and \$40,000 later they had their first shocks, which surprisingly did not work. Each part of the new prototypes had to be hand-machined and whittled out on a lathe. Risking all the time and money they had already invested, they had to go back and redesign and rebuild. A lot of people facing those kinds of losses in time and money would have written it off right there. But, encouraged by Kenny Zahrt, who was doing the developmental work while riding the National circuit, the Parks' doubled their efforts and worked with Kenny until they had a production shock at an affordable price that worked.

The next order of business was coming up with a name for the company, so Chuck held a contest around the shop to come up with a name. Someone suggested they call them "Charlie shocks" after Chuck, but Charlie overruled that. Finally someone came up with Luft, which means air in German. So Luft it was.

Yamaha was so impressed with the quality of the Luft shock that they consulted with them on the design of the Luft reservoir for the Yamaha monoshocks, which were having a heat fade problem.

Luft is currently working on a new shock design using the same principle as the Yamaha monoshock — adjustable extension dampening from the outside of the shock. You can be sure that Chuck, Rick, Jerry and Kenny will see that function follows form on any new product that leaves the Canoga Park factory.

LUFT SHOCK FACTORY 7831 Alabama St. Unit I Canoga Park, California 91303 phone (213) 341-0448

CALIFORNIA HOT ROD SHOCKS

HIIESALU; BOY-GENIUS' BRAIN-CHILD

Allan Hiiesalu (Hee-as-a-lou) is a 20-year-old boy genius who dropped out of school at the age of 14 and started making chain oilers. It wasn't long before Allan could see that making chain oilers wasn't going to provide much of a living. After all, how many people wanted chain oilers?

Hijesalu used his meager profits to go out and buy a Honda Elsinore, and started riding it in the desert. Eventually he looped out on his new toy, damaging a shock. The next day he went down to the local Honda dealer to get a new shock. They told him that it would cost \$50 for a replacement shock. Lacking such funds, he asked if he could buy just the damaged rod and replace it himself. Honda said no, so he took the shock down to a local machinist and found that he could have a new shaft machined for \$3. Enterprising lad that he was, he soon discovered he could do the machine work himself and offer the shafts for sale to the public for \$6.

Allan's dad had a small machine shop where he manufactured cattle implants. He was a rugged Estonian who immigrated from that east European country when it was overrun at the close of the Second World War. Allan had inherited his father's stubborn determination as well as his name, and soon he was making shock kits in his father's little shop.

Hilesalu had been a gifted machinist in school, and used that experience, combined with a knack for problem-solving, to start work on some other ideas he had kicking around in

An extremely high air pressure is required with the Hilesalu shocks — between 250 and 300 pounds.

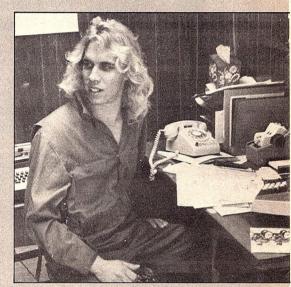
his head. Air forks had just started popping up, so Allan designed and manufactured a floating piston air-oil separator and began marketing that. His shock and fork kits were doing quite well, but Hiiesalu wanted something more.

He had been working on the design of his own shock for some time, noting which principles worked and which didn't. His first effort, by his own estimation, was quite crude, but gave him something to work on. A year later

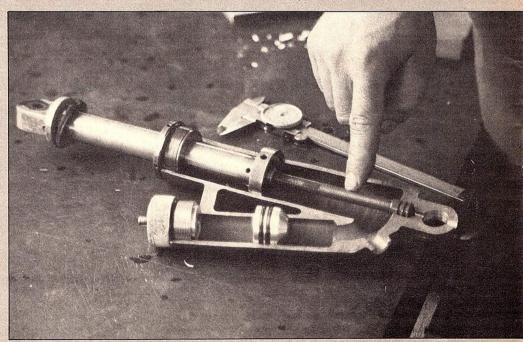


Hiiesalu shocks will retail for \$225, with the nitrogen refill cartridge going for an additional \$45 with the shocks or \$59 without.

he had his first prototype, on which his current design is based. An early problem was that these new shocks needed a gas pressure of between 190 and 300 pounds, and most air pressure tanks at filling stations only went up to 150 pounds. Hiiesalu now offers a nitrogen refill tank as an option when you buy his shocks. The refill tank goes up to 400 pounds and should be good for about 30 refills on the shocks. The refill tank is available for \$45 with the purchase of the new shocks.



Allan Hiiesalu has, at the lean age of 20, established himself firmly in the shock marketplace with the shocks that carry his name.



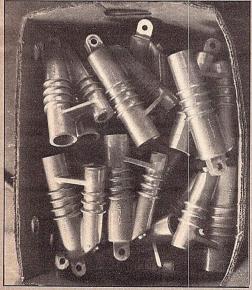
An inside look at the Hilesalu shock reveals the adjustable valving rod.

People are beginning to take notice of "that kid making shocks out in Burbank" these days. Several of the factories have ordered sets - Maico, Can-Am and Kawasaki, to name a few. One guy even flew over from New Caledonia (near Australia) and picked up a pair. Adolf Weil even ordered a set. Hijesalu hasn't really gotten into the motocross market vet. but it is the next step up the ladder in his climb to the top of the shock pile.

HIIESALU MFG. CO. 120 West Cypress Ave. Burbank, California 91502 phone (213) 845-7161



Hijesalu shocks have fully adjustable external dampening.



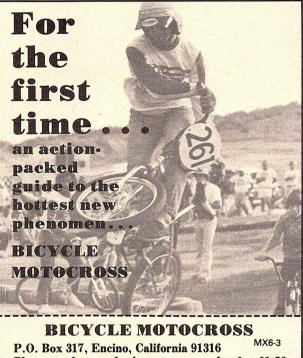
Hijesalu added cooling and reinforcing ribs to the shock bodies after experiencing problems with the first bodies.



DIRT BIKE CALENDAR

P.O. Box 317, Encino, California 91316. Enclose \$1.50 plus 50 cents postage & handling for each calendar ordered. Make checks payable to Hi-Torque Publications.

NAME		176
ADDRESS		
CITY		
STATE	ZIP	200



Please enclose a check or money order for \$1.50 plus 50 cents postage and handling. Make checks payable to Hi-Torque Publications, Inc.

State		Zip				
Address City			7			1
Name	-	100		10		-

Filled with thrills of BMX competition coverage. Tips on everything you ever wanted to know about bicycle motocross the tracks. new equipment, the top riders, and . . . more.

DON'T MISS INIID EXCITEMENT **OF...** BICYCLE **MOTOCROSS Order Today** - \$1.50

CALIFORNIA HOT ROD SHOCKS

WORKS PERFORMANCE

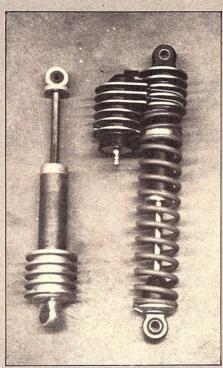
Gil Vaillancourt is no newcomer to the suspension business, as he has been shocking the bigs with his little shock manufacturing company in Chatsworth, California, for some three years now. Gil and his father chose to leave the snow-shrouded land of their Canadian home in Montreal to come to the sunny climes of Southern California in search of Mr. Good Shock. Gil is the chief engineer, designer and "mover" behind Works Performance Shocks. The Works Performance name is a familiar one to motocross, enduro and desert riders.

Had you spoken to Vaillancourt around 1960 you probably would have received a very puzzled, blank stare, as he could not speak English at the time, preferring instead French, the native language of Quebec. Gil was a machinist and was studying engineering at a Canadian institution. Vaillancourt was an avid trail rider in the summer months up north, but relished the idea of the year-round riding enjoyed farther south.

Gil soon made the move to sunny SoCal and got involved in the Southern California desert racing scene. Dodging "pucker bushes" was soon substituted for dodging pines on the frozen tundra. Jim Connolly was an old friend who happened to be burning up the desert at the time. Vaillancourt and Connolly both agreed that to build a better shock you have to design it to function at Jow speeds as well as high speeds. Too many of the shocks at the time either functioned at one or the

other extreme, but no one seemed capable of making a shock that would do both.

Vaillancourt set out to accomplish this. Using his engineering background and machinist's experience to back him up, he started out to design and build a shock that offered both high and low-speed damping. It seems incredible that a privateer, with his low budget and limited resources, could make gains where the megabuck factories, with their high-dollar engineers and research departments,



The first Works Performance shock alongside its newest brother.

had not made any appreciable progress. But, after much trial and error, Gil came up with a progressive, or demand, valving system that seemed to solve the problem.

Originally he planned to build shocks just for himself and a few friends, but the demand grew to where Vaillancourt decided to get into it on a production level.

A grass-roots approach has always appealed to Gil, and he likes to keep in touch with the consumer. Works Performance has always offered free



Gil Vaillancourt and his father opted for California sunshine over the Canadian cold of their native Montreal.



Works Performance employees stage a sit-down strike until Gil promises to stop paying them with Canadian currency.



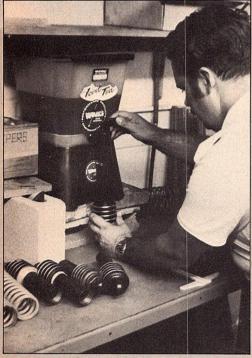
A refillable reservoir for the Kayaba shocks is in the offing in the near future.

engineering consultation on custom applications of their shocks, and Gil will talk your ear off about shock design and theory if questioned on the subject.

Planned obsolescence isn't part of Vaillancourt's school of thought. Gil constantly updates and refines his shocks, using the original design so all the improvements can be incorporated into the older shocks, such as the shock reservoirs and gas conversion. Works Performance should be around for some time.

WORKS PERFORMANCE 20970 Knapp Street Chatsworth, California 91311 phone (213) 998-1977

TU.



Vaillancourt reveals the secret behind his shocks, Lipton at 50-1.



Gil smiles for the camera while gingerly drilling a hole through his left hand. Sorry about that, Gil.

Wiseco Asks a Question:

Should you replace your factory pistons with Wiseco bullet-proof forged FMX pistons?

YES.

If you want improved performance and reliability.

And there's no doubt about it! Here's why:

- ☐ Wiseco FMX pistons give you the most efficient performance possible: minimum expansion, greater piston skirt control, best combustion chamber heat transfer to cylinder walls.
- ☐ Add it all up you get improved power, unbelievable reliability and longer life, and super performance.
- ☐ Combined with SuperStrength rings, which fight heat and friction, power's worst enemies, you get outstanding sealing capabilities for greatly increased compression.

See, it does make good sense to replace with Wiseco FMX pistons—and even if your bike still is under warranty!
That question isn't so hard, after all!

These super pistons are available standard and oversize: .020, .040, .060, .080.

The Switch Is On-To Wiseco.



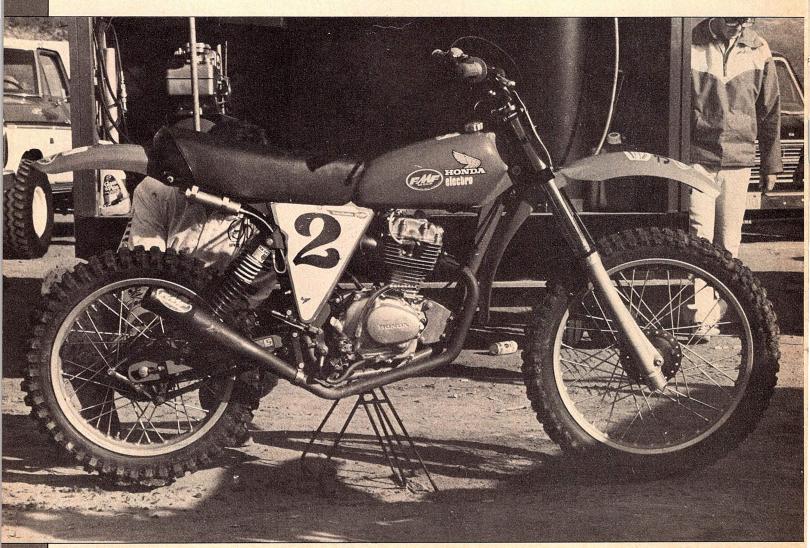


Wiseco Piston, Inc. 7201 Industrial Park Boulevard Mentor, OH 44060 • (216) 951-6600

Send for Latest Piston Brochure—Free!
(Please send 50¢ to cover postage and handling)

TRACTOR TECHNOLOGY

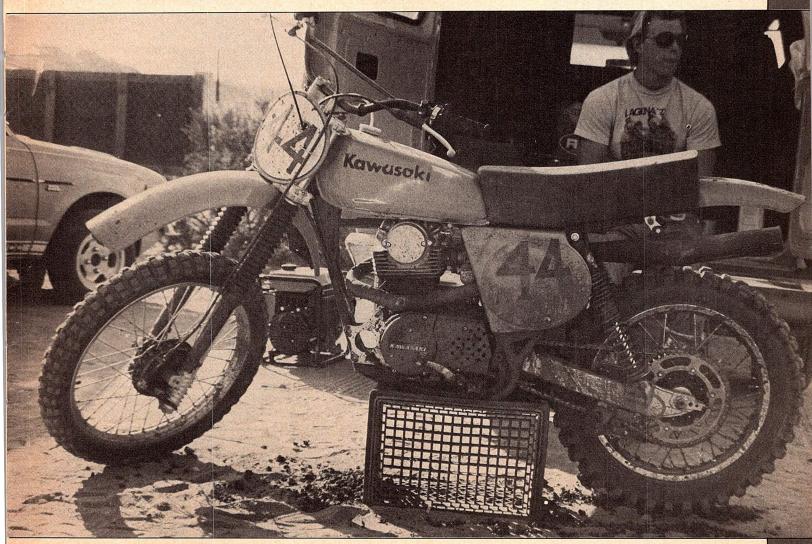
Bikes of the four-stroke national



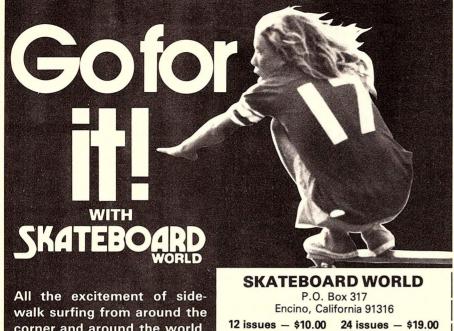
FMF's Malcolm McCassey showed up with a totally tricked Honda 125 in a C&J frame. Honda CR125 front forks were used with extenders on the sliders. Honda wheels and tank made a mellow-running one-two-five.



The class of the Four-Stroke Championship was the Knobby Shop 410cc dual-Fox-shocked Honda thumper. The frame is a takeoff on the Cheney-Hondas of the past. Wet weight is reported to be 221 pounds.



Mechanics in the back room at Kawasaki tucked the new 250 four-stroke enduro engine into the KX250-A4 frame and went racing. The bike was bored out to fit into the 350cc class. Very sano looking.



corner and around the world. . . . Wheelies, Kick-flips, pool and bowl riding; tips from the pros, people, places, full coverage of competition, plus much, much more.

It's Hot!

(Please enclose check or money order) Canadian subscriptions add \$1.00 additional postage and handling. Other foreign subscriptions add \$2.00.

	O
	MX6-3
Name	
Address	
City	
Ctoto	7:-

NOW AVAILABLE 1978 DIRT BIK FENDERS FRAMES FORKE •600 BIG ENTRIES •A complete roundup of all available 1978 dirt models •The compendium of motorcycle facts for the consumer! Handlebars, lubricants, wearing apparel, machines, gears, and much, much more.

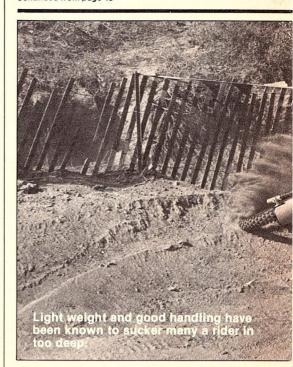
DON'T MISS ALL THE DIRT FOR 1978. ORDER TODAY while the supply lasts.

ONLY \$2.00 Plus 50 cents postage and handling for each copy ordered. Make checks payable to HI-TORQUE PUBLICATIONS.

DIRT BIKE BUYERS' GUIDE	MX6-3
P.O.BOX 317 Encino, CA 91316	
Name	
Address	
City	
State	Zip

KAWASAKI KX250-A4

Continued from page 43



take several quick, choppy movements after crossing a series of stutter bumps. We ran the fish oil in the front, and late in a moto the forks would get pretty soft and make the rear feel worse. The Japanese have vet to discover the ultra-plush soft rear suspension. The faster you went, the better the suspension worked.

We never got a really good start on the Kawasaki, but Gary Semics has never gotten a bad start on his. The bike comes out of the hole in second. but needs to be run through the gears extremely rapidly. The bike is forgiving. Miss a shift and it will pull back on up without your help. Get crossed up over a jump and it straightens itself out nicely. If you like to fly off of jumps the Kawasaki A4 is the bike for you. No body English, no tugging or weight shifting is necessary, because it is a natural flver.

The major impression that every one of our test riders who rode the bike came away with was that it was like riding a 125. Its light weight, quick handling and staccato power make it the first of a new generation of 250s. Some European 250s are lighter, but they don't have the quick handling and short-shift powerband. The wheelbase is 55.7 inches, and that is short for a 250 by modern standards.

BITS AND PIECES

The news that Kawasaki was going to release a replica of their works bike

Continued on page 67



KAWASAKI KX250-A4 **SPECIFICATIONS**

Make	Kawasaki
Model	. KX250-A4
Country of Manufacture	Japan
Retail Price	?

ENGINE

Type Two-stroke,	single-cylinder
Bore & Stroke	70x64.9mm
Displacement	249cc
Compression Ratio	7.6:1
Cylinder	Electrofusion
Carburetion	. 38mm Mikuni
Ignition	Kokusan CDI
Lubrication	20:1 pre-mix
Air Filter	Oiled foam

TRANSMISSION

Type.... Five-speed, constant mesh Ratios . . 2.33, 1.73, 1.41, 1.16, 1.00

SUSPENSION

Front Air/spring, 9.3 inches Rear Kayaba, 8.7 inches

DIMENSIONS

Ground clearance.....11.8 inches Track weight......216 pounds

CAPACITIES

Fuel 2.1 U.S. gallons Transmission 1.1 U.S. quarts Forks 9.1 ounces



FOR THE FINEST IN CYCLE ACCESSORIES

A unique PERSONALIZED

Send a photo of yourself, or someone you care about, to be painted on the face of this sturdy all purpose watch. Or, have your caricature, riding your favorite bike. There are eight illustrations to choose

A. Full one yr. service warranty.

B. 17 jewel shock and water resistant. Exquisite gold tone case with stainless steel back Two-year service.



Please allow 6 weeks for delivery only \$24.95 to \$44.95

C. 17 jewel self-winding, shock and water resistant. Silver tone case with stainless steel back. Two year service warranty.

RACING JERSEY

Racing Jerseys for rugged good looks. The finest racing jerseys available today. Worn by the pros. All jerseys are vented. with reinforced elbows plus the MX ACTION logo or DIRT BIKE logo on both sides. Order while supply lasts.



M-253

M-114

ENDURO

DRACULA SUCKS

ONLY \$15.95 MXA & DB ONLY

YOU CAN ALMOST HEAR THEM SAY . . .

"What a super gift idea." VANYONO

T-SHIRT.

ONLY \$4.95 and, \$5.95 (emblem on both sides).

VAN WORLD MAGAZINES are well worth keeping and worth keeping well! Protect and preserve

YOUR COPIES OF DIRT BIKE AND

MOTOCROSS ACTION AND

those priceless back issues in handsome tough, durable binders. Designed exclusively for DB, MX and VW — a rich finish with gold embossed lettering on both the front and the spine.



Finest pigskin, Extruded rubber knuckle and thumb proctector. Seamless thumb for comfort. Sandstone



A Must For All Ridersl ONLY \$6.95.

MAGAZIN

BE A HIT ON OR OFF THE TRACK WITH A



SWEATSHIRT

ONLY \$8.45.

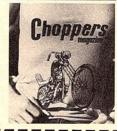
stickies

MAGAZINE **BE OUT-SPOKEN** Tell Your Story With Stickies.
DIRT BIKE, MOTOCROSS ACTION,
VAN WORLDI SIZE: 3-5/8x2-7/8" ONLY 25 cents each. Or 5 for \$1.00.



THE GREAT LOOKING **SUMMER TEES**

Choppers stay-cool tank and tee collection can really take the wear and tear of summer fun. ONLY \$4.45 each.



FABULOUS EASY FIT, EASY CARE TOPS FOR THE WHOLE FAMILY. SELECT YOUR FAVORITE DESIGN. **ALL GRAPHICALLY** ILLUSTRATED. Shop at home the convenient way!....Men's sizes only.

BULTACO HARLEY DAVIDSON (Road Race) HARLEY DAVIDSON WINGS M-250 M-281 M-531 M-236 YAMAHA (Oriental Wizardry)
OLYMPIA BEER M-617 M-130 HARLEY DAVIDSON #1 M-255 MAICO IF IT FEELS GOOD DO IT M-535 DIRTY OLD LADIES (need love too)
DO IT IN THE DIRT
HONDA 4EVER M-592 M-254 M-241 M-249 JAWA CZ KEEP ON TRUCKIN NORTON L-15 M-286 C-050 YAMAHA (flaming) M-108 **NEXT!** M-170 M-252 **GIVE TILL IT HURTS** SFX MOTOCROSS M-219 M-251 SUZUKI M-516 LETS BOOGIE CM-CHOPPERS MAGAZINE C-067 C-060 MXA OSSA (Flaming) Husqvarna (Flaming) MOTOCROSS ACTION MAGAZINE M-246 M-51 KAWASAKI CHOPPERS INC. Triumph Chevy Van . . . M-267 M-180 U.S.A. M-182 **BOONES FARM** M-280 BB HONDA BIG BIKE MAGAZINE M-244 M-240 BSA Suzuki (Big Bike) M-270 TRIUMPH (off road) M-613 COORS M-268 **DODGE VAN** THE DEVIL MADE ME DO IT M-172 M-287 DIRT BIKE MAGAZINE VAN WORLD MAGAZINE (do it in RVvour van)

For the finest protection . . .

Hydron-Coated

GOGGLES prevents

fogging . Convenient adustable strap . . . fits everyone.



ONLY \$6.95.

PLUS PRODUCTS, INC. P.O. Box 14945 Las Vegas, Nevada 89114

Be Sure To Include All Neccessary Information and To Enclose A Check Or Money Order For the Correct Amount

NAME		and the first term are the first to the first term.
ADDRESS		
CITY	STATE	ZIP
Name on watch Desert Racer Gareer Bike Cafe Racer A. \$24.95 B. \$39.95	Eye colorComplexionChopper	BINDERS \$6.45 each, plus \$1.00 postage for each binder ordered. DIRT BIKE VAN WORLD MOTOCROSS ACTION PIGSKIN GLOVES S M L XI Indicate quantity pair(s) and size(s) \$6.95, plus \$1.00 postage and handling for each pair ordered.

On all postage and handling add: U.S. and Canada add \$1.00 for each item ordered. And all other foreign add \$2.00. Be sure to indicate how many watches and which bike(s) desired on dial.

GOGGLES | #70 \$6.95. (Add \$1.00 for postage and handling) STICKIES

25 cents each, or 5 for \$1.00 ☐ DIRT BIKE

MOTOCROSS ACTION
VAN WORLD MAGAZINE
For Each Product Ordered.

(Please indicate color and size requested)
Nevada residents add Sales Tax.

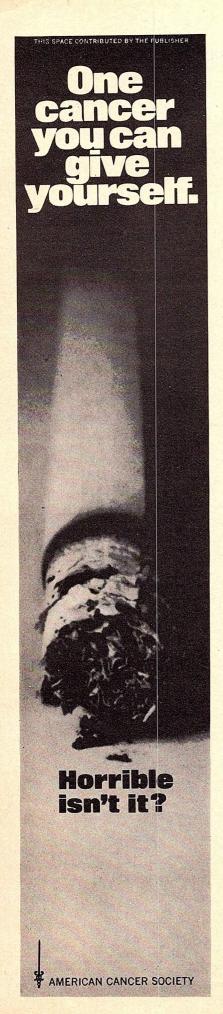
For Each Product Ordered. (Please indicate color and size requested) Nevada residents add Sales Tax.

T-SHIRT: with emblem on front	\$4.95
emblem on both sides	
SWEATSHIRTS: emblem on front	\$8.45
TANK SHIRT: with emblem on front	\$4.45
emblem on both sides	\$5.45
DIRT BIKE Racing Jersey	\$15.95

□White □Red T-SHIRTS: ☐ Yellow Sweatshirts: Red Yellow Blue White TANK SHIRTS: ☐ Orange ☐ Yellow ☐ Blue

SIZE (Men's sizes only) □Small □Medium □Large □Xtralarge **EMBLEM** No.

(8)



KAWASAKI KX250-A4

Continued from page 65

made all the manufacturers realize that they would have to start thinking about meeting the challenge. Aluminum swingarms will be standard on all the Japanese racers this year. Hopefully the light weight trend will be rejuvenated again. The biggest porker is the Yamaha, but Suzuki isn't off the diet scale by much.

The Kawasaki does not have a chain tensioner. Instead, it has three well-placed rollers that provide constant tension at every point in the travel arc. We'd rather have a tensioner. Leaves more room for pilot/mechanic error. The front forks have these funny and funky little fins on the lower slider. They look stupid and serve no real purpose. We bent the footpegs backwards a little bit with each ride. They need additional bracing out toward the outer loops.

The countershaft sprocket is five inches away from the swingarm pivot bolt. The reason for this is that the engine design has the kickstarter mechanism mounted too far rearward. The distance between the countershaft and swingarm pivot is essential in aiding chain tension. The less distance, the better. The front brake anchor is a very trick bolt that mounts off the back of the fork slider. It eliminates slop and is very positive. The air box is large and has a side opening that is accessible and handy, but the foam filter is the normal Japanese green, porous foam. Check with JT Racing about a Phase 2 filter.

Jetting on the stock bike was a 165 main jet in the 38mm Mikuni. We dropped this to a 162.5 and kept the needle in the middle, but we are just a few feet above sea level. There is no kickstand and we don't miss it. The brakes are very good and the cables are well mounted.

WHEN, WHERE AND HOW

You probably want to buy one or at least beat one. They will be available in limited numbers in 1978 and a price has not been set. Each dealer will get at least two bikes. Kawasaki suggests that they race them, but if they want to sell them they can. Sometime next year they will be available in large numbers. Expect them to cost at least \$100 more than the Suzuki or Yamaha (\$100 minimum, probably more). It is the best-made Japanese motocrosser available. You will have to pay for quality material and light weight. It's



Hand Enamelled Buckles #'s R & S only in Red, White & Blue and 14 Kt. Gold Plated. \$5.95 ea.

Any Pewter Buckle \$4 00 ea. 3/\$10.00

Specify Either Antique Solid Pewter (Silver) or Antique Brass Finish (Gold).

Genuine leather belts (black or brown) \$5.00

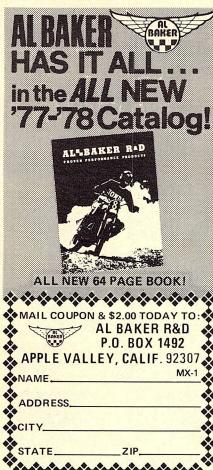
134" width, oil tanned & waxed (sizes 26-46)

Add 50¢ for postage & handling for each item ordered.

Color Catalogue of over 250 Styles—\$1.00
ALL BUCKLES FIT ANY 1/2" to 2" BELT
Also Available Special Club and
Organization Buckles; Send for Details

Send To: Alliance American Arms P.O. Box 638, Dept. Midtown Sta., N.Y., N.Y. 10018

	Back Guants Add 79	arantee
Name		
Address		
City	State_	_Zip
☐ Master Charge	☐ Visa	☐ American Exp.
Inter Bank #	_Card #_	
Signature		Exp. Date
<u> </u>		





HOW TO CHEAT

Continued from page 45

standard TM piston, first over, second over or even going to Wiseco Piston and ordering an eight over piston. CR125 Honda pistons also work perfectly, Eight over will put you above 140cc. Don't worry about your pipe. The stock pipe can handle the extra volume easily. You will have to re-jet slightly.

Almost any make of 125 can be cheater-modified this way if you carefully go through the Wiseco Piston catalog and start matching dimensions. Occasionally you will have to use a Puch or Zundapp piston to get a bore,



stroke and wrist pin dimension that will work. YZ125D Yamaha owners are in for trouble. Little or nothing will fit, but Wiseco does make an eight over piston that gives you a little edge. CR125 Honda owners shouldn't waste their time trying to get more horses, but should expend their energies on suspension mods.

How are you going to catch a cheater? We don't know. We told everybody we were cheating and they wouldn't believe us. Cheating is not fair, it is poor sportsmanship, it is a low, dirty thing to do and is terribly hard on your new thin cylinder lining. Not only that, but if we catch you cheating, or if anyone else does, more than likely you will be in for a hard, rowdy, irate crowd trying to over-bore your face. And that is a good reason to run legal.



☐ PLEASE RUSH 1978 CATALOG. ENCLOSED IS \$2.00. CUT COUPON OUT AND SEND TO:



Motocross Center 1172 Aster Ave. Sunnyvale, Ca 94086 (408) 245-6060

Name	
Address	
City	
State	Zip

SKATEBOARD WORLD MAGAZINE

Shirts!

Be The First On Your Block
ONLY \$5.95
GET IT ON TODAY
100% premium cotton

Circle size and color:

Adult Sizes: S. M. L.
Youth Sizes: 6/8 • 10/12 • 14.
Please include check or money
order. Add \$1.00 tax for postage
and handling. All foreign add \$2.00.

Send to:	MX6-3
PLUS PRODUCTS, INC.	
P.O. Box 14945	
Las Vegas, Nevada 89114	
NAME	
ADDRESS	
CITY	Horaco a

STATE

rcle Number 5 on Page 88

TECHNICAL

If only you had known about it sooner

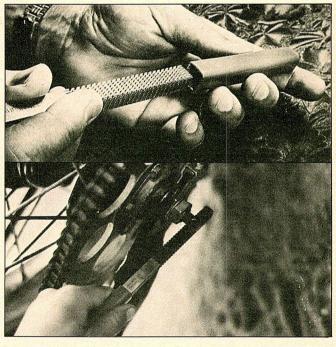
By Dick Miller

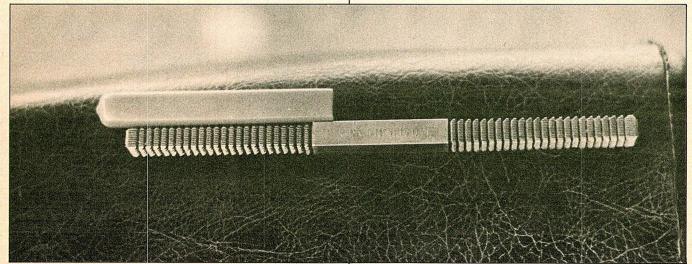
☐ Every so often you see someone using a tool that intrigues you enough to make you wonder why you don't have it, since more than once it could have saved you a lot of time and problems in wrenching and racing. Such is the case with the metric file.

Bob Nickelson of American Honda's Sports Department turned me on to this one, and since I've had it there has been more than one occasion when it's saved my day.

If you've ever dropped a bike bad enough to butcher the axle threads, or have spun a flywheel off the end of the crank, making the threads look like last night's spaghetti, then you need the metric file. It also cures the problem of fixing the *only* bolt you could find that will fit, but alas the threads are ruined.

Basically, the metric file is a file that restores threads, and in this case has eight popular thread sizes. It works on both right and left-hand threads and fixes 0.75, 1.00, 1.25, 1.50, 1.75, 2.00, 2.50 and 3.00mm sizes. It is used just like a regular file, only it fits into the corresponding size of thread as you cut with it. Simple and effective. I got mine from Jaw Mfg. Co., 39 Mulberry St., Reading, Pennsylvania 19603, and it cost \$3.95 plus shipping. They call it the No. 8 Metric File.







handling. Make checks payable to Hi-Torque Publications, Inc.

Send me _____ copies of CRASH & BURN

Name ____

Address ____

City ____ Zip ____



MAINJET Continued from page 5

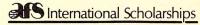
would like to believe, that people who endorse products do in fact use those products. I've only met Bruce Jenner a few times, and my personal impression is that if he says he eats Wheaties then it's a fact. I admire and can relate somewhat to what he has accomplished in track and field. I was once serious about track, and while in college and shortly after I came close to being able to qualify for the Olympics. I specialized in jumping and tried for the triple jump. Although I was one of the better jumpers in the States at the time, I was about one to two feet short of the world-class level. None of us here were quite good enough, since it was a new sport for us. I even competed in an AAU-sanctioned All Comers Decathlon in which I finished third behind winner C. K. Yang, who later finished second to Rafer Johnson in the Olympics. You haven't lived until you run the 1500 meters as the last event of a decathlon. It is pure torture. Every time I see the film of Jenner finishing that race, setting a new world record and winning the Olympic medal for the decathlon, I have new admiration for him. Besides, he likes motorcycles.

After viewing a photo of the DA who questioned Jenner's credibility, it came to my mind that maybe he was one of those guys who had sand kicked in his face as a young boy and was bullied by a Wheaties freak. He eventually dropped his charges because of the publicity, but it's lucky for him that he attacked Bruce Jenner and his endorsement of Wheaties instead of Evel Knievel's love for his mother. But then again, maybe he likes baseball!

Host an AFS foreign student.

It could make all the difference in the world.

Through AFS, a student from one of 60 nations can live with your family for a year. For information, write AFS, or call (212) 661-4550.



313 East 43rd Street, New York, N.Y. 10017

MAIL ENTRIES

Continued from page 17

the finish of the Trans-AMA "standing up."

Thanks for the "info" — I'll try a different one next year.

Mike (Standing) Morley Salem, Oregon

TONY'S RIGHT!

Dear MXA:

On the cover of your January issue you have Tony D. two-fingering the brake. I agree with Tony, the brake should be on the left-hand side.

Gerald Wisniewski Manville, New Jersey

BAD APPLES

I've just finished reading your article on Radar Rodeo and feel it to be unfair to police officers. I, being a policeman and a dirt biker, know that we all have our "bad apples," whether policeman or dirt biker. Police have a hard enough job as it is without you bringing forth bias opions (sic) of incidents involving a possible bad cop. Maybe the nexted (sic) time your old lady is being raped, robbed or assaulted you should call Electrolert.

Don Gill Seattle, Washington

Since you're so staunchly behind radar enforcement you're probably tickled pink about the State of Washington's new use of radar as reported by the L.A. Times; ticketing "speeding" bicycle riders! — ed.

CENSORSHIP

Dear MXA:

Why does it seem that all the letters you print in your Mail Entries section from Canada are by nerds. I've noticed that every letter you have printed always asks some dumb question making it seem like all of us up here in Canada are mindless idiots. So how about being more picky about what you print?

G. Imada Vancouver, British Columbia

(We have referred your letter to the Canadian Board of Education; perhaps they can do something.)

Thanks to you it works...
FOR ALL OF US



NEW MOTORCYCLES at FRIENDLY PRICES!!

HONDA JAWA SPEEDWAY OSSA **DUCATI HUSQVARNA PUCH** BENELLI CARABELA MAICO PENTON JAWA/CZ ROKON LAVERDA BULTACO **HODAKA HERCULES** TRIUMPH MONTESA MOTO MORINI CAN-AM MOTO GUZZI

OVER 250 BIKE INVENTORY

Sales - Service - Parts - Clothing - Accessories Daily UPS — Anywhere

(419) 529-8888

UNITED MOTOR SALES

1092 West Fourth Street

Mansfield, Ohio 44906

Daily 'til 8, Sat. 'til 4

MOVING?

Use this form to notify us at least six weeks before you move.



Please attach, in this space, the label from a recent issue to insure proper address corrections.

Mail to: MOTOCROSS ACTION MAGAZINE
Subscription Dept.
P.O. Box 317, Encino, CA 91316

NEW ADDRESS:

Name____

Address_____

C:4.

City____

State___

Zip_

BEAUTIFUL SILVER HAND-ENGRAVED BUCKLE WITH BRONZE OVERLAID DIRT RIDER. FITS 11/2" BELT.

Be the first to own this EXCLUSIVE design.



PLUS PRODUCTS, INC.

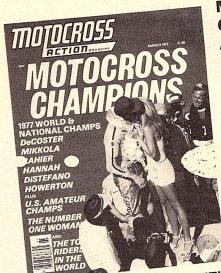
P.O. Box 14945, Las Vegas, Nevada 89114

Please send____buckle(s). I have enclosed \$16.95 plus \$1.00 postage & handling for each buckle ordered. Canadian orders add an additional \$1.00, other foreign add \$2.00.

Name ____

Address _____

State _____Zip ____



MOTOCROSS CHAMPIONS ... ANOTHER SPECTACULAR SPECIAL FROM HI-TORQUE.

Think of it . . . an entire year of dust, dirt, danger, thrills, xcitement, top competition es, ε ' the greatest collection of Motocross Champions ... and you will have an inkling of just what's what's between the covers of this colorful, ACTION-PACKED edition . . .

DON'T WAIT... BE UP FRONT WITH MOTOCROSS CHAMPIONS Cover the 1977 world & national champs. U.S. amateurs. As well

as top women riders & much, much more. DETACH THIS COUPON AND SEND IN YOUR ORDER TODAY! NLY \$1.50, plus 50c postage and handling for each copy

ONLY	\$1.50,	pius	Jose C	heck or	money o		MX6-3
dore	d Plea	ise en	31036		7 2 3 3 3 3		
oraeie	,u					The Service Control	

MOTOCROSS	NAME	
D O Box 317,	CITY	ZIP_
Encino, CA 91316	STATE	

USO brings a touch of home into the lives of our 2 million servicemen and women and their 3 million dependents around the world.

USO goes wherever our Armed Forces go. Because they need the USO.

And USO needs you. It gets no government funds and depends entirely on your gifts to the United Way or local USO campaign.

USO gives a lot. They need you to give a little.



Support USO through the United Way or local USO campaign.

USO Headquarters, 237 East 52 Street New York, N.Y. 10022



MOTOCROSS Classified

RATES FOR READERS: 20 words for \$2.00. 25c each additional word.

COMMERCIAL RATES: 30c per word: Minimum

Only one ad per advertiser permitted at these rates in any one edition imum of 50 No invoicing; payment nust accompany orders, including firms on account with display advertising. No commissions, frequency rates or discounts. Ads accepted on the condition that advertiser agrees to refund readers' money promptly if shipment is delayed and reader requests refund, or if merchandise is returned in good condition in reasonable period of time). Display style ads permitted in classified section at display advertising rates.

CSC SPECIAL: Port matching - \$35/ cylinder. We pay return UPS postage. Free custom porting information. Write Dept. MA, P.O. Box 293, Bridgeport, West Virginia 26330.

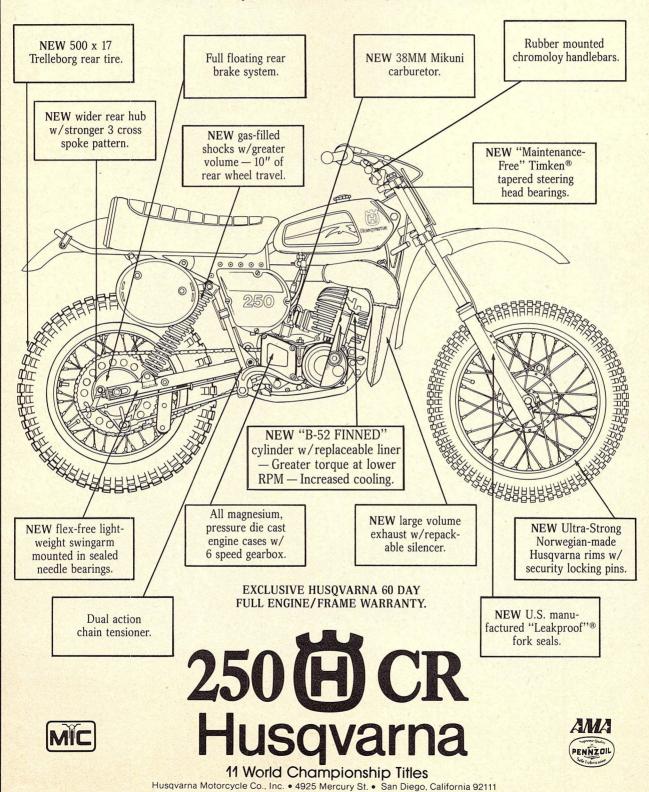
FAST GROWING MOTORCYCLE DEAL-ERSHIP for sale, Honda and Yamaha franchises, grossed over \$400,000 in 1976. Will gross over \$500,000 in 1977. Located North Central PA. Selling price \$279,000. Call (814) 435-2310, or write LARRY'S SPORT CTR., Box 94, Galeton, Pennsylvania.

CYLINDER REMANUFACTURING. Precision cylinder liner replacement. Large, modern machine shop facilities operated by professional personnel. Fast service. Twostroke liner replacement a specialty. SMALL ENGINE MACHINE WORKS, INC., 2217 N. Vancouver, Portland, Oregon 97227; (503) 284-6983.

INDEX TO ADVERTISERS

American M/C School	
Al Baker	68
Alliance American Antique	67
American Honda	46, 48, 49
Bel-Rev Co. Inc	2
Bicycle Motocross	
Bill Walters Leather	
C.H. Perf. Prod	
Competition Motocross	
Crash & Burn	
Creative Sports	
Cross-Up	
DB Buyers Guide	64
DB Calendar	
DG Performance	
J T Racing Inc	7 20 21
KYB Corp. of America	
Lancer Leathers	
LOP	
Maico	
Motocross Center	
Moto X Fox	
MXA Back Issues	
MXA Champs	22
MXA Subscription Ad	13
No. American School of M/C Repair	16
Perf. Distr. Inc	12
Plus Products Buckle	71
Plus Products Gifts	66
R & R Cycle	11
Skateboard World	64
Skateboard T-Shirt	68
Steve's Bultaco	
Sun Metal Prod. Inc.	
United Motor Sales	
Wiseco	
VVISCO	

the Mechanical ADVANTAGE



Berm Shot

Bob (Trouble) Hannah caught with his "Winners" up!



HERE'S A SUPER WAY TO COVER THE CRACKS. FINGERPRINTS AND GRAFFITI ON YOUR WALLS...

SUPER TRICK-ACTION COLOR POSTERS



JIM CONNOLLY, 250 BULTACO PURSANG



9. GEORGE WEGNER, CAN-AM 175

☆ FOUR NEW **ALL-ACTION** COLOR POSTERS

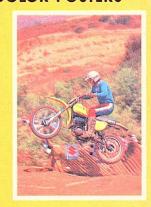


1. FIRST ISSUE OF DIRT BIKE





11. AL BAKER ON A 250 HONDA

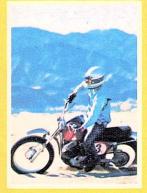


12. GUNNAR LINDSTROM ON A SUZUKI

Got a 17x22-inch fingerprint on your wall? Cover it up with one of these Super-Trick Action Color Posters! They make any room look really neat. Only \$2.50 (plus 50 cents postage and handling). If your color scheme is Divine Dirt, order any four for \$7.50 (plus \$1.00 postage and handling) and really blow your mind! Postage will be paid on all orders over four.

> Use the coupon

NOW!



JIM CONNOLLY INDIAN DUNES





7. KAWASAKI CLIMBING







PLUS PRODUCTS, INC. P.O. Box 14945, Las Vegas, Nevada 89114

	IVIXO-3
Name	
Address	
City	
State	Zip

If you compete on Sundays like AMA Motocross Professionals you need faith. Faith not

only in yourself, but in everything it takes to accomplish your goal.

Professional riders have faith in products from MOTO-X FOX . . . FOX AIRSHOX, FOX SHOX and FOX FORK KITS. For power they depend on MOTO-X FOX porting, pipes, Mototek ignitions, and Mikuni and Lectron carb kits. For top quality protective gear pros count on our new nylon/leather MX pants, MOTO-X FOX gloves and shoulder-pad/chest-protector, all from Finland. These pants and gloves are available in MOTO-X FOX colors, Swedish, German/Belgian, Yamaha/Suzuki and U.S.A./Honda colors, too.

Plus, our MOTO-X FOX helmets, summer & winter jerseys, Brad Lackey boots, Scott U.S.A. goggles, Jofa products and Stackable pants are also available. Professionals

When Sunday's A Day Of Work, You Need Faith.

trust in Metzeler, Trelleborg and Yokohama tires, Sun rims and Tsubaki chain, all of which are available from MOTO-X FOX.

At MOTO-X FOX we sell what we race, and we race what we sell. So whether you are competing on Sunday or riding on any day, have faith in yourself and in products from MOTÔ-X FOX.



REPUTATION YOU CAN BELIEVE IN.

Send \$2.00 for 1978 Catalog to: MOTO-X FOX, Dept. MA, 520 McGlincey Lane, Campbell, CA 95008



MOTO-X FOX